

County of Santa Clara
Department of Planning and Development



103914

DATE: December 16, 2020
TO: Airport Land Use Commission
FROM: Mark Connolly, Senior Planner / Deputy Zoning Administrator
SUBJECT: City of San Jose General Plan Amendment and Rezoning for the Downtown West project

RECOMMENDED ACTION

Consider recommendations relating to a request from the City of San Jose for a General Plan Amendment and Rezoning for the Downtown West Project, within the Airport Influence Area of San Jose International Airport (SJC). (City of San Jose Planning File Nos. GP19-009, PDC19-039-multiple parcels)

Possible action:

- a. Find the General Plan Amendment and Rezoning consistent with the policies contained within the SJC Comprehensive Land Use Plans (CLUP).

OR

- b. Find the General Plan Amendment and Rezoning inconsistent with the policies contained within the SJC CLUP.

REASONS FOR RECOMMENDATION

The project includes multiple parcels and includes General Plan Amendments, a Planned Development Rezoning, Planned Development Permit, Historic Landmark boundary Amendments, Historic Preservation Permit, and Vesting Tentative Map. However, only the General Plan Amendment and Rezoning are mandatory referrals to the ALUC. The Vesting Tentative Map is for the subdivision of airspace for condominium purposes, as well as to adjust right-of way boundaries. However, it is what the General Plan Amendment and Rezoning allows on those subsequent lands that is subject to the SJC CLUP policies. The other processes do not affect aviation land use, either because they are administrative, such as a boundary amendment, or do not have associate specific development included.

Pursuant to State Law, anytime a General Plan Amendment or Zoning Amendment is proposed within the Airport Influence Area (AIA) of an adopted CLUP, a referral must be made to the County ALUC for a consistency determination. The City must refer the

application to the ALUC to provide a consistency determination with the appropriate CLUP policies prior to final approval.

Downtown West (“Project”) is an approximately 81- acre mixed-use plan located within the Diridon Station Area Plan (DSAP) boundary and General Plan Downtown Growth Area in the City of San José. The Project is seeking land use approvals including amendments to the General Plan, Planned Development Rezoning and a Planned Development Permit, including the Downtown West Design Standards and Guidelines (DWDSG) (file numbers GP19-009, PDC19-039 and PD19-029) among other related entitlements studied under the Draft Environmental Impact Report (DEIR).

The Diridon Station Area Plan (DSAP) is currently undergoing an amendment and is a separate referral to the ALUC, not considered with the subject referral.

Two areas of the project are located within the CLUP Airport Influence Area (AIA) for the Norman Y. Mineta San Jose International Airport and subject to this referral: The portion north of West Santa Clara Street, and the portion east of South Montgomery Street and north of West San Fernando Street.

Although not entirely within the SJC AIA, the overall project would allow the development of up to 7,300,000 gross square feet (GSF) of office space; up to 5,900 residential units; up to 500,000 GSF of active uses, which may include retail, cultural, arts, etc.; up to 100,000 GSF of event space; up to two central utility plants totaling approximately 130,000 GSF; hotels up to 300 rooms; up to 800 rooms of limited-term corporate accommodations; and approximately 15 acres of open space. The project also proposes infrastructure, transportation, and public area improvements, as well as a customized infrastructure, utility, mobility and public spaces. The project site is approximately 80 acres, and extends approximately one mile from north to south and is bounded by: Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, State Route 87, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and the Caltrain rail corridor to the west. As can be seen on Figure 2 of the referral package, approximately half of the project area is within the Airport Influence Area (AIA) of San Jose International Airport (SJC).

In addition to the proposed General Plan Amendment and Rezoning and unique to the subject project, the project incorporates Downtown West Design Standards and Guidelines (DWDSG) that affect aviation land use, such as heights and density. These design guidelines will be written into the City’s Zoning Ordinance for projects in the Downtown West area. When future specific development is proposed the City will evaluate the project for consistency with the guidelines through the Planned Development Permit process.

General Plan Amendment

As can be seen on Figures 2 and 3 of the referral, the General Plan Amendment of the project entails amending the existing General Plan designations of Transit Employment Center, Public / Quasi Public, Downtown, Commercial Downtown and Open Space to Downtown and Commercial Downtown, to allow for the mixed commercial, office, retail and residential development proposed in the plan.

Rezoning

The purpose of the Rezoning (PDC19-039) is to incorporate the proposed Design Guidelines into the Zoning Ordinance for the project area. This also prescribes the heights of the buildings. The referral states the following proposal related to height:

“Maximum building heights for individual buildings in the Downtown West PD Zoning District may be increased without amendment to this General Development Plan provided that: (a) such increase correlates to an increase in maximum allowable height authorized by the FAA and approved by City Council following Santa Clara County Airport Land Use Commission review, if applicable; and (b) the Planning Director conducts environmental review of the building’s proposed height increase to determine compliance under CEQA. Documentation of any height increase pursuant to this section shall be through the Zoning / Design Conformance Review process described on Sheet 8.01.”

Development density and intensity can vary significantly in the project area based on the nature of specific uses likely to occur. However, the project does not propose specific development. Future development will be evaluated through the City’s Planned Development Permit process, which is only being included in the project to create the specific development review path for future development.

The following is an analysis of the consistency of the proposed Downtown West (“Project”) with the San Jose International Airport Comprehensive Land Use Plan (CLUP) policies. The analysis specifically focuses on what the General Plan Amendment and Rezoning allows.

Safety:

Safety of people on the ground and in the air and the protection of property from airport-related hazards are among the responsibilities of the Airport Land Use Commission. The 2002 Caltrans Handbook presents guidelines for the establishment of airport safety areas in addition to those established by the FAA.

Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of the Airport by imposing density and use limitations within these zones. The safety zones are related to runway length and expected use.

As can be seen on Figure 5 of the referral “Safety Zones”, the project area is located outside of all safety zones for SJC. Therefore, none of the SJC CLUP safety policies apply.

Noise:

The SJC noise contours use CNEL for depicting noise disruption from aviation activity, due to the penalty added during nighttime activities where aviation noise disruption could affect people the most. The SJC CLUP uses 65, 70 and 75 decibel CNEL noise contours and includes different noise mitigation based on the type of use exposed to aviation noise.

As can be seen on Figure 4 “Noise Contours 2027 forecast”, the project area is between the 60 and 65 dBA CNEL noise contours. The General Plan Amendment would allow Employment Commercial, residential and retail uses within both CNEL noise contours.

According to Table 4-1 of the SJC CLUP, Office Buildings, business commercial, professional and retail uses are “Generally Acceptable”.

However, residential uses are “Generally Unacceptable” between the 65-70 dBA CNEL Noise Contours. Table 4-1 of the SJC CLUP states:

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected.

Also, policy N-4 of the SJC CLUP states:

No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi-unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)

Interior noise insulation and insulated fenestration would be required by the City, but the outdoor areas associated with residential development would be exposed.

City of San Jose General Plan and Zoning Code currently include the following “Safe Airport” policies:

Goal TR-14 – Safe Airport

- Ensure that airport facilities in San José are safe by removing potential conflicts between land use and airport operations.

Policies – Safe Airport

- TR-14.1 Foster compatible land uses within the identified Airport Influence Area overlays for Mineta San José International and Reid-Hillview airports.
- TR-14.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.
- TR-14.3 For development in the Airport Influence Area overlays, ensure that land uses and development are consistent with the height, safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid-Hillview airports, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.
- TR-14.4 Require avigation and “no build” easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.

These policies are intended to be used to evaluate projects within the AIA of SJC to ensure aviation land use safety and General Plan consistency. Future specific land use proposals would be evaluated by City staff and these policies used to ensure project consistency with the General Plan and Rezoning and ideally include conformance with these CLUP policies.

However, as there are no specific policies within the General Plan Amendment, Rezoning, Design Guidelines, or existing Safe Airport policies, that would prohibit residential outdoor space within the 65 dBA CNEL contour.

A solution that is not proposed in the Downtown West project could be if the City agreed to add language into the General Plan Amendment, or Rezoning Design Guidelines that precluded residential outdoor space within the 65 dBA CNEL. If such language is not included, the Downtown West project would be inconsistent with the SJC CLUP noise policies.

Height:

Airport vicinity height limitations are required to protect the public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around an airport. This protects both those in the aircraft and those on the ground who could be injured in the event of an accident. In addition, height limitations are required to protect the operational capability of airports, thus preserving an important part of National and State aviation transportation systems.

Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, establishes imaginary surfaces for airports and runways as a means to identify objects that are obstructions to air navigation. Each surface is defined as a slope ratio or at a certain altitude above the Airport elevation. The ALUC uses the surfaces as height restriction boundaries.

Figure 6 of the referral shows “existing heights / OEI”, but is actually the FAA FAR Part 77 surfaces. Figure 7 shows the Terminal Instrument Procedures (TERPS) surfaces. And Figure 7 shows the ground elevations. In June of 2020, the San Jose City Council adopted TERPS as the height limitation surfaces for the area south of SJC.

The adoption of TERPS surfaces as a height standard allows heights that exceed the Part 77 surfaces by varying heights of 80-120 feet

As started earlier in the report, the Downtown West Design Standards and Guidelines (DWDSG) would be used for building height allowance up to TERP surface ceiling. This would equate to building heights approximately 295 feet tall from grade. All proposed heights proposed in the project would exceed the allowed heights and specific development could potentially exceed the FAR Part 77 Surfaces in the SJC CLUP, which are used by the ALUC as height restriction boundaries.

According to Section 20.70.200, the City of San Jose Zoning Ordinance, the height of structures within the Airport Influence Area (AIA) of SJC is as follows:

- Except as otherwise specified in this chapter, properties located in the downtown zoning districts shall only be subject to the height limitations necessary for the safe operation of San José International Airport.
- No building or structure, together with any equipment or objects attached to such building or structure, shall be permitted of a height that exceeds the elevation restrictions prescribed under Federal Aviation Regulations Part 77 (14 C.F.R. Part 77), as amended, unless the proposed height is specifically reviewed in an aeronautical study prepared by the Federal Aviation Administration in accordance with such federal regulations and the study concludes that the proposed building or structure does not constitute an obstruction or hazard to air operations.

Notwithstanding the Safe Airport policies and the above ordinance language, the Downtown West General Plan Amendment and Rezoning would allow heights in conflict with the Part 77 surfaces and SJC CLUP height policies. Therefore, the General Plan Amendment and Rezoning are inconsistent with the SJC CLUP height policies.

Avigation Easement:

Avigation Easements provide notice to future owners and occupants of buildings that there will be aviation activity around them. Avigation Easements are important disclosures both for the public and airport operators to ensure aviation activity is taken into consideration.

SJC CLUP policy G-5 states: “Where legally allowed, dedication of an avigation easement to the City of San Jose shall be required to be offered as a condition of approval on all projects located within an Airport Influence Area, other than reconstruction projects as defined in paragraph 4.3.7 [of the CLUP]. All such easements shall be similar to that shown as Exhibit 1 in Appendix A [of the CLUP].”

The General Plan Amendment nor the Rezoning, propose any specific development. The Planned Development Permit is procedural process for future development. The Historic Landmark boundary Amendments would simply amend a boundary, the Historic Preservation Permit is needed to amend that boundary, and Vesting Tentative Map is for subdivision of airspace for condominium purposes. Therefore, at the time of specific development proposals to the City of San Jose, City Planning Staff will require Avigation Easements as a condition of all such development. These easements shall be similar to the document contained in the CLUP appendix.

STEPS FOLLOWING ACTION:

Following the consistency determination by the ALUC, staff will forward the recommendations to the City of San Jose to include in the final action of the City of San Jose Planning Commission and City Council. If the ALUC determines the General Plan Amendment and Rezoning are inconsistent with the SJC CLUP, the City may initiate the overrule process, which requires a two-thirds vote of the local agency’s governing body, supported by specific findings which demonstrate that the plan(s) satisfy the purposes of the State Aeronautics Act {PUC 21670 et seq} and guidance of the state’s Airport Land Use Planning Handbook.

Section 4.2.2.1 of the SJC CLUP (Override Notification Process) states that in the event of intent to override, the affected local agencies shall:

- Notify the ALUC at least 45 days in advance, of their intent to override any ALUC non-consistency determination including a copy of their proposed decision and specific findings.
- Notify the ALUC if and when the local agency overrides any ALUC non-consistency determinations.

ATTACHMENTS:

- Referral-Letter_Downtown-West-Google-Project (PDF)
- Downtown West Airport Land Use Project Package (PDF)
- Downtown West Design Guideline Excerpt (PDF)

October 23, 2020

Airport Land Use Commission
Mark Connolly
70 W HEDDING ST
SAN JOSE CA 95110

RE: City File No. PDC19-039, PD19-029, HL20-004, HL20-005, HP20-002, & PT20-027 APN: 25938132

The above referenced project is a Planned Development Rezoning, Planned Development Permit, General Plan Amendments, Historic Landmark boundary Amendments, Historic Preservation Permit, and Vesting Tentative Map to facilitate a project that would be able to develop the construction of up to 7,300,000 gross square feet (GSF) of office space; up to 5,900 residential units; up to 500,000 GSF of active uses, which may include retail, cultural, arts, etc.; up to 100,000 GSF of event space; up to two central utility plants totaling approximately 130,000 GSF; up to 300 hotel rooms; up to 800 rooms of limited-term corporate accommodations; and approximately 15 acres of open space. The project also proposes infrastructure, transportation, and public area improvements. As well as a customized infrastructure, utility, mobility and public spaces. The project site is approximately 80 acres, and extends approximately one mile from north to south and is bounded by: Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, State Route 87, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and the Caltrain rail corridor to the west and is currently being reviewed by the Department of City Planning, Building and Code Enforcement Staff.


Please provide your comments on this project in writing no later than **11/22/2020**.

When submitting comments, please refer to the project using the file number above. If you are unable to forward comments by this date, or if you need additional information please contact me at james.han@sanjoseca.gov.

Thank you,

James Han
Project Manager

Attachment: Referral-Letter_Downtown-West-Google-Project (103914 : City of San Jose General Plan Amendment and Rezoning for the



Google Downtown West



Airport Land Use Commission Referral for Downtown
West General Plan Amendments and Rezoning

October 7, 2020

Overview of Application (GP19-009, PDC19-039 and PD19-029)

Downtown West (“Project”) is an approximately 81 acre mixed-use plan located within the Diridon Station Area Plan (DSAP) and General Plan Downtown Growth Area in the City of San José. The Project is seeking land use approvals including amendments to the General Plan and DSAP, Planned Development Rezoning and a Planned Development Permit, including the Downtown West Design Standards and Guidelines (DWDSG) (file numbers GP19-009, PDC19-039 and PD19-029) among other related entitlements studied under the Draft Environmental Impact Report (DEIR). Two areas of the project are located within the Airport Influence Area (AIA) for the Norman Y. Mineta San Jose International Airport and subject to this referral: The portion north of West Santa Clara Street, and the portion east of South Montgomery Street and north of West San Fernando Street. The following figures provide focused information as part of the City referral for an ALUC consistency determination regarding the proposed General Plan and zoning amendments in accordance with policies of the Comprehensive Land Use Plan (CLUP).

List of Figures & Applicability

Table 1 DEIR Project Development Program reflects the proposed maximum development program for the 81 acres.

Fig. 1 Project Relationship to Airport Boundary is a vicinity map showing location of the Project in context of the Norman Y. Mineta San José International Airport, approximately 1 mile to the north of the Project.

Fig. 2 Existing General Plan Designations shows the existing land use designations under the San José General Plan 2040. The existing designations only allow residential uses on one Project block within the AIA, designated as Downtown.

Fig. 3 Proposed General Plan Designations the City and Project propose to redesignate the area to a mix of Downtown and Downtown Commercial, in order to deliver a mix of uses. Because the Downtown designation allows residential uses, the land use redesignation will increase the areas in which residential uses are permitted.

Fig. 4 Noise Contours 2027 Forecast overlays the CLUP noise contours with the proposed Project land use plan. A portion of the site is within the 65 dBA CNEL contour boundary. Mitigation Measure NO-3, proposed to be adopted as part of the Project’s Mitigation Monitoring and Reporting Program, would require preparation of a noise reduction plan to ensure that residential and hotel buildings subject to such noise levels would be designed with noise reduction measures so that interior noise levels would not exceed 45 dBA CNEL. All residential development may include outdoor balconies/patios.

Fig. 5 Safety Zone overlays the safety zones with the proposed land use plan; no developable area is located within or of the six safety zones.

Fig. 6 Existing Heights: West OEI Corridor Heights reflect the existing height contours. On March 12, 2019, the City of San José City Council accepted the completed Downtown Airspace and Development Capacity Study, selecting Scenario 4, which would affirm the City’s development policy to use FAA Terminal Instrument Procedures (TERPS) surfaces in lieu of the One-Engine Inoperative (OEI) surfaces to determine maximum building heights in the Downtown Core and Diridon Station planning areas.

Fig. 7 TERPs departure surface (NAVD 88) reflects the San José City Council adopted departure surface and shall govern maximum heights. All structures would be subject to the requirements of 14 CFR Part 77. Additionally, the Project would dedicate an aviation easement to the City of San José.

Fig. 8 Existing Ground Elevation is the approximate existing elevation of the Project site subject to change after completion of final grading. In all instances, heights will remain within the NAVD88 contours.

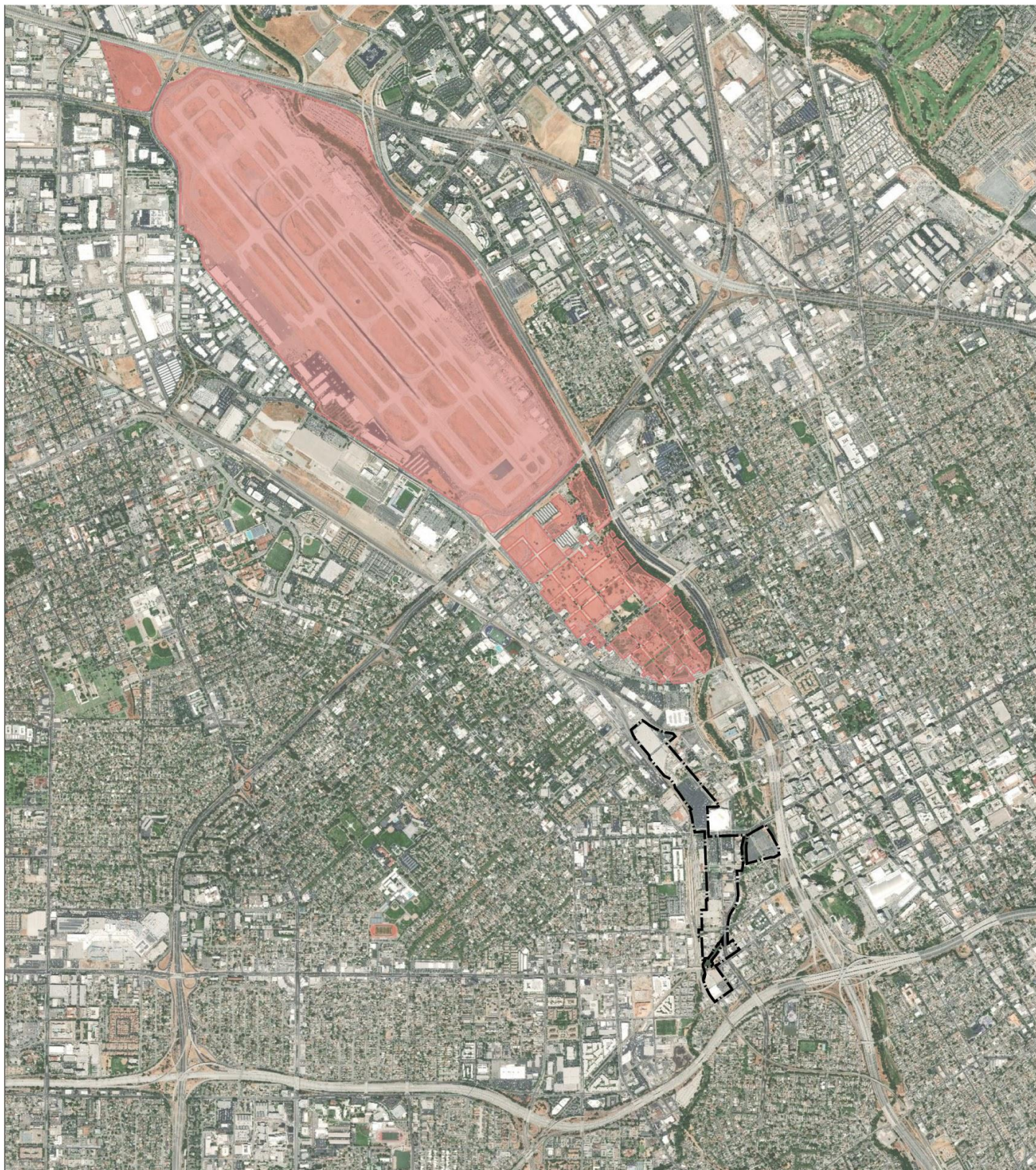
Fig. 9 NAVD 88 Maximum Height Above Current Ground Level utilizes Fig. 7 & 8 to depict the approximate maximum heights above ground level.

Fig. 10 - 12 NAVD88 Lowest TERPs OCS Surface are 3D visualizations of the flight path compared to the TERPs departure surface.

Excerpt from PDC19-039 describes the building height development regulations per the Planned Development Zoning for Downtown West.

	DEVELOPMENT PROGRAM	PROPOSED PROJECT
LAND USES	Residential	Up to 5,900 dwelling units
	Active Uses (Retail, Restaurant, Arts, Cultural, Live Entertainment, Institutional, Childcare and Education, Maker Spaces, Non-profit, Small-Format Office)	Up to 500,000 gsf
	Hotel	Up to 300 rooms
	Limited-Term Corporate Accommodation	Up to 800 rooms
	Office	Up to 7.3 million gsf
	Event/Conference Centers	Up to 100,000 gsf
	Central Utility Plants (District Systems)	Up to 130,000 gsf
	Logistics/Warehouse(s)	Up to 100,000 gsf
PARKING AND LOADING	Public/Commercial Parking	Up to 4,800 spaces
	Residential Parking	Up to 2,360 spaces
	Total Parking Spaces	Up to 7,160 spaces
OPEN SPACE	Open Space*	Approximately 15 acres

NOTE: All residential development may have outdoor spaces.



Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Boundary

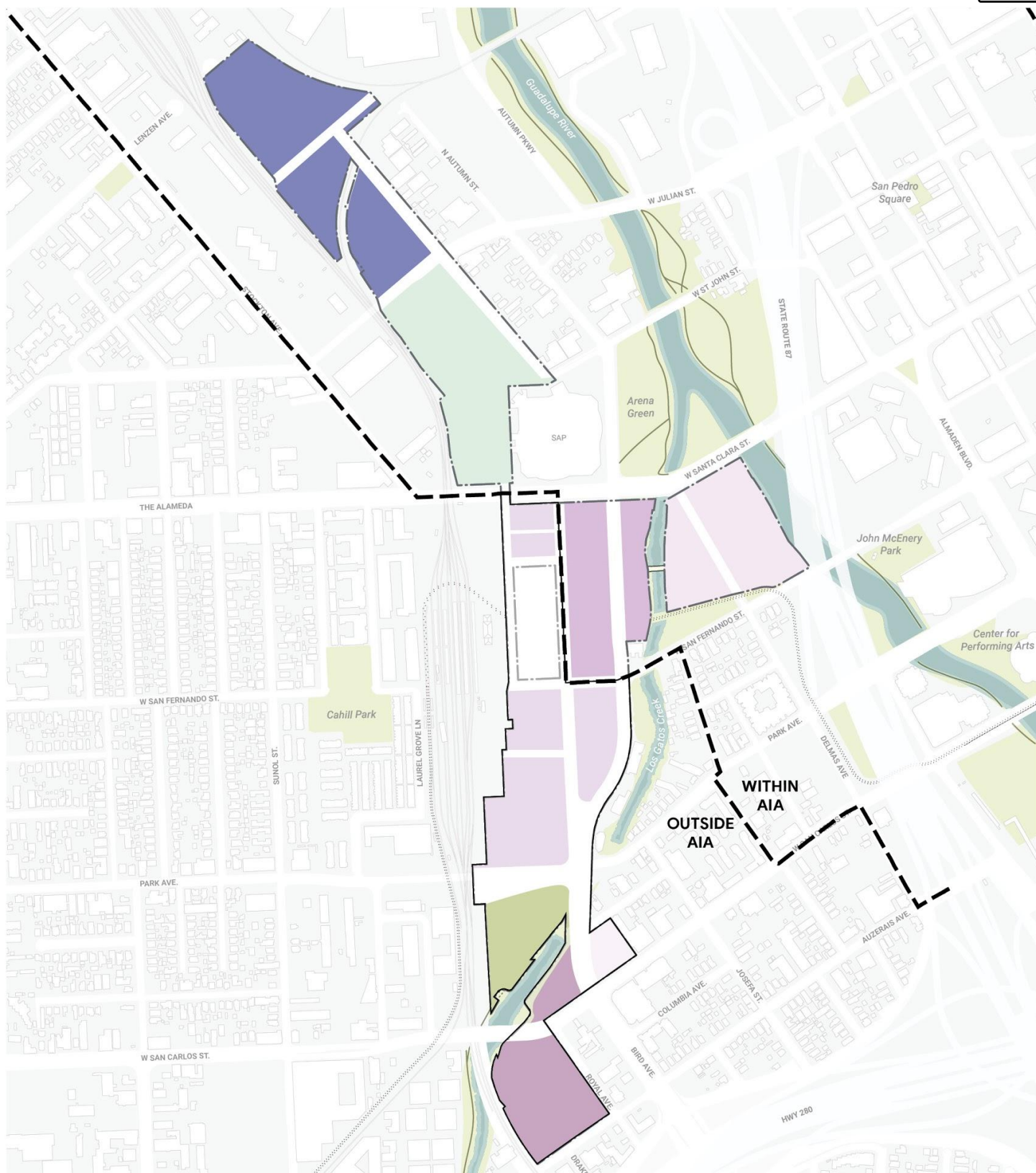


Downtown West Mixed-Use Plan

Figure 1

Project Relationship to Airport Boundary

Packet Pg. 75



Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA

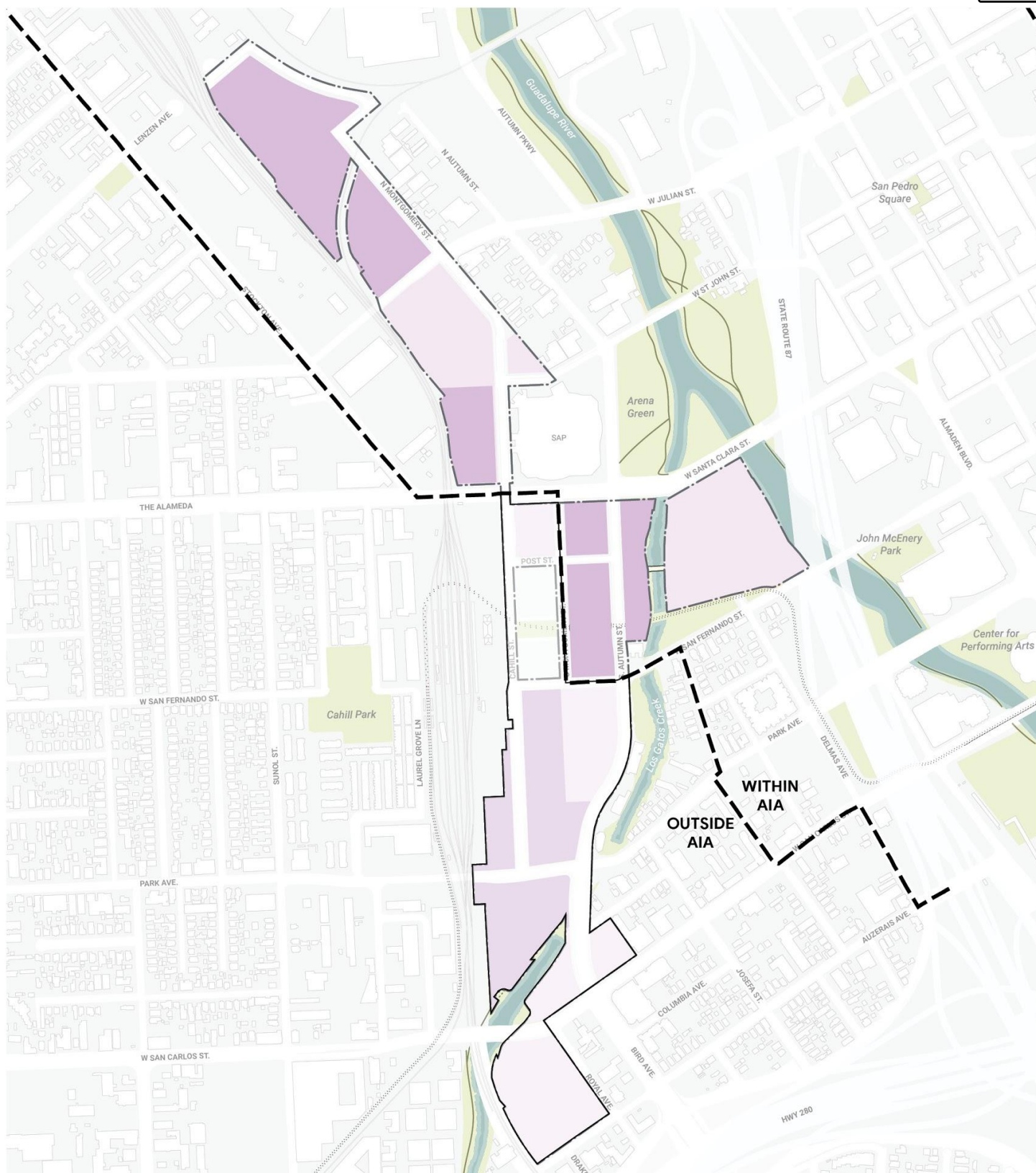
- Downtown
- Commercial Downtown
- Transit Employment Center

- Combined Industrial Commercial
- Public / Quasi-Public
- Open Space, Parklands, and Habitat

0' 250' 500'

Downtown West Mixed-Use Plan

Figure 2
Existing General Plan Land Use Designations



Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA

- Downtown¹
- Commercial Downtown²

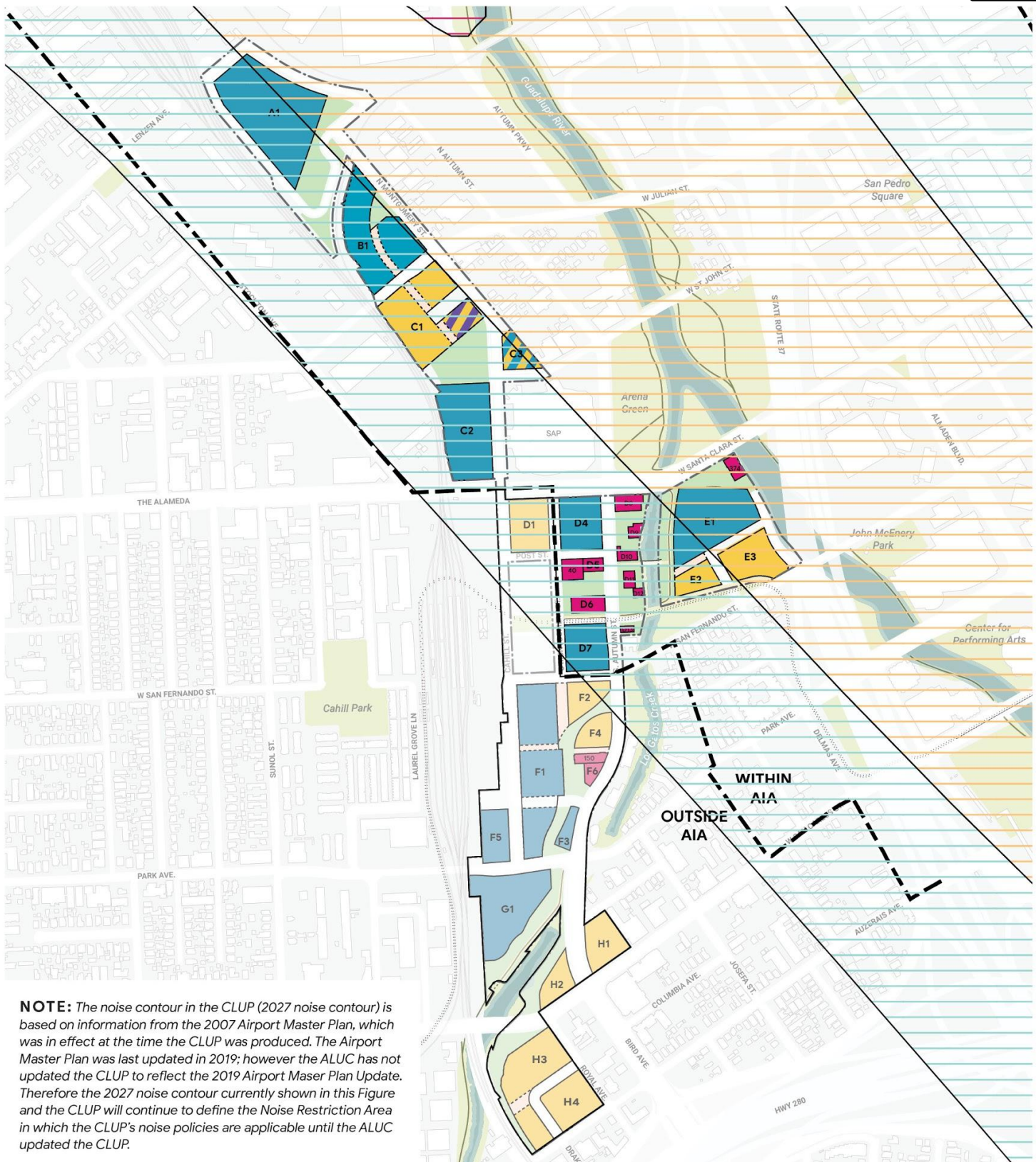
0' 250' 500'

[1]: Maximum residential density is 800 du/ac.

[2]: Residential is not permitted on Commercial Downtown.

Downtown West Mixed-Use Plan

Figure 3
Proposed General Plan Land Use Designations



NOTE: The noise contour in the CLUP (2027 noise contour) is based on information from the 2007 Airport Master Plan, which was in effect at the time the CLUP was produced. The Airport Master Plan was last updated in 2019; however the ALUC has not updated the CLUP to reflect the 2019 Airport Master Plan Update. Therefore the 2027 noise contour currently shown in this Figure and the CLUP will continue to define the Noise Restriction Area in which the CLUP's noise policies are applicable until the ALUC updated the CLUP.

Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA
- Office

- Residential
- Residential / office
- Residential / hotel
- Active use

- Open space
- Mid-block passage
- 60 dBA CNEL
- 65 dBA CNEL

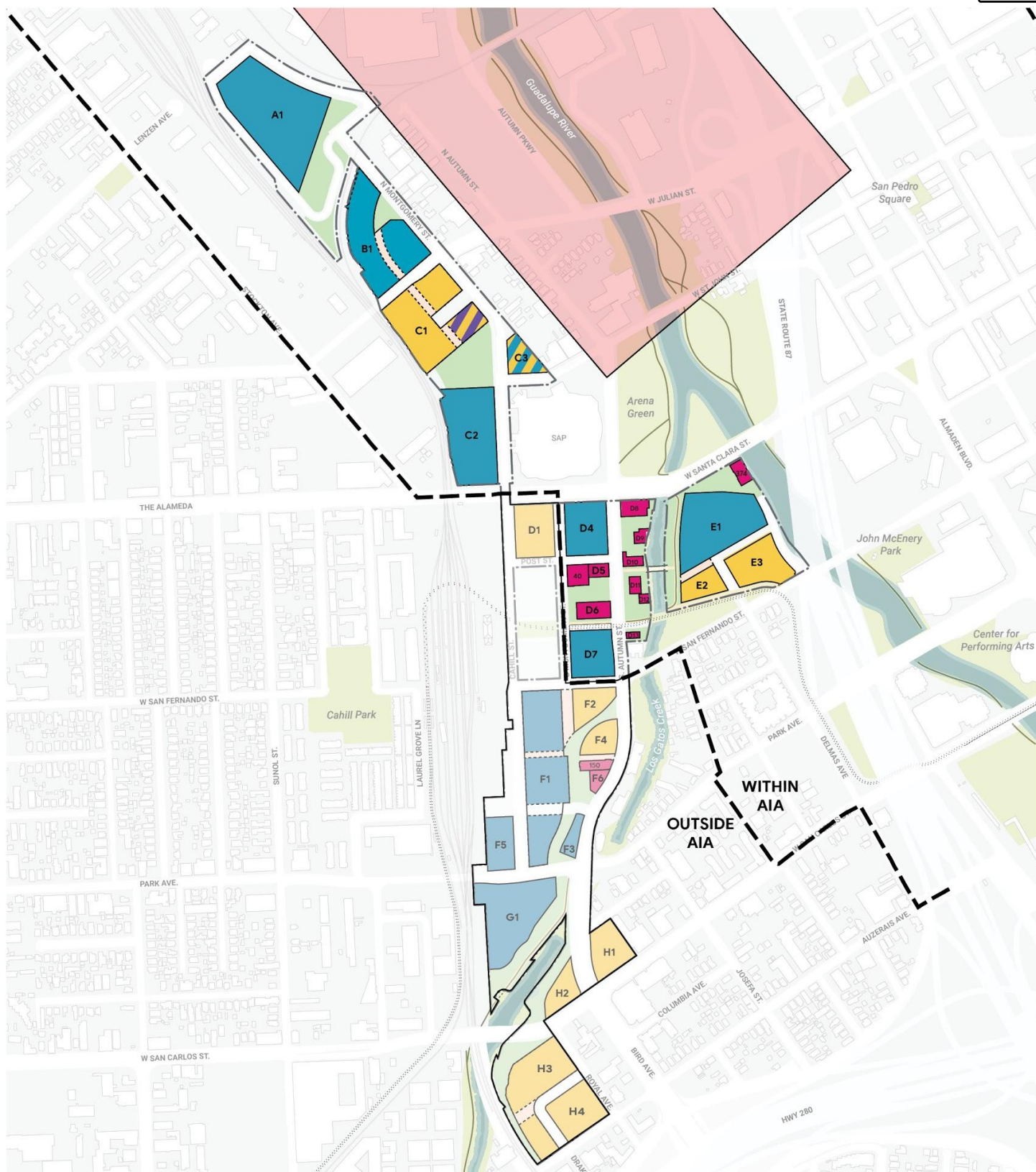
0' 250' 500'

70 dBA CNEL

NOTE: Active uses and limited term corporate accommodations are permitted throughout the project area.

Downtown West Mixed-Use Plan

Figure 4
Noise Contours 2027 Forecast (dBA CNEL)



Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA
- Office

- Residential
- Residential / office
- Residential / hotel
- Active use

- Open space
- Mid-block passage
- Outer Safety Zone

NOTE: Active uses and limited term corporate accommodations are permitted throughout the project area.

0' 250' 500'

Downtown West Mixed-Use Plan

Figure 5
Safety Zone
Packet Pg. 79



Legend

- Downtown West Mixed-Use Plan Boundary
- - - Airport Influence Area (AIA)
- Area Outside of the AIA
- Office

- Residential
- Residential / office
- Residential / hotel
- Active use

- Open space
- Mid-block passage
- X' West OEI Height Contours (AMSL)*

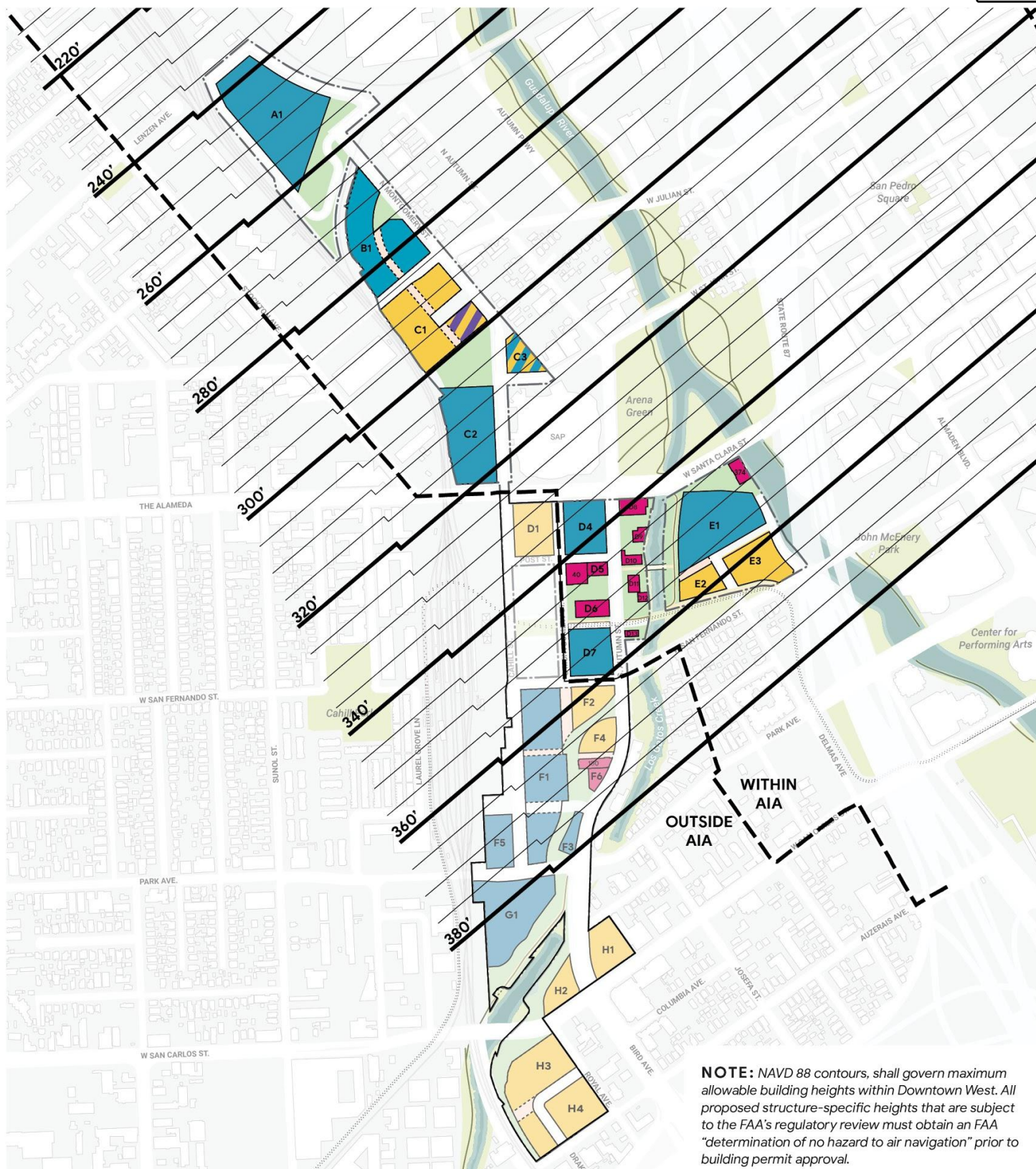
0' 250' 500'

NOTE: Active uses and limited term corporate accommodations are permitted throughout the project area.

SOURCE: Landrum & Brown, Consultant to City of San Jose Aviation Department, Project CAKE, 2019

Downtown West Mixed-Use Plan

Figure 6
Existing Heights: West OEI Corridor Heights



NOTE: NAVD 88 contours, shall govern maximum allowable building heights within Downtown West. All proposed structure-specific heights that are subject to the FAA's regulatory review must obtain an FAA "determination of no hazard to air navigation" prior to building permit approval.

Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- Area Outside of the AIA
- Office

- Residential
- Residential / office
- Residential / hotel
- Active use

- Open space
- Mid-block passage
- X' NAVD 88 height contours

0' 250' 500'

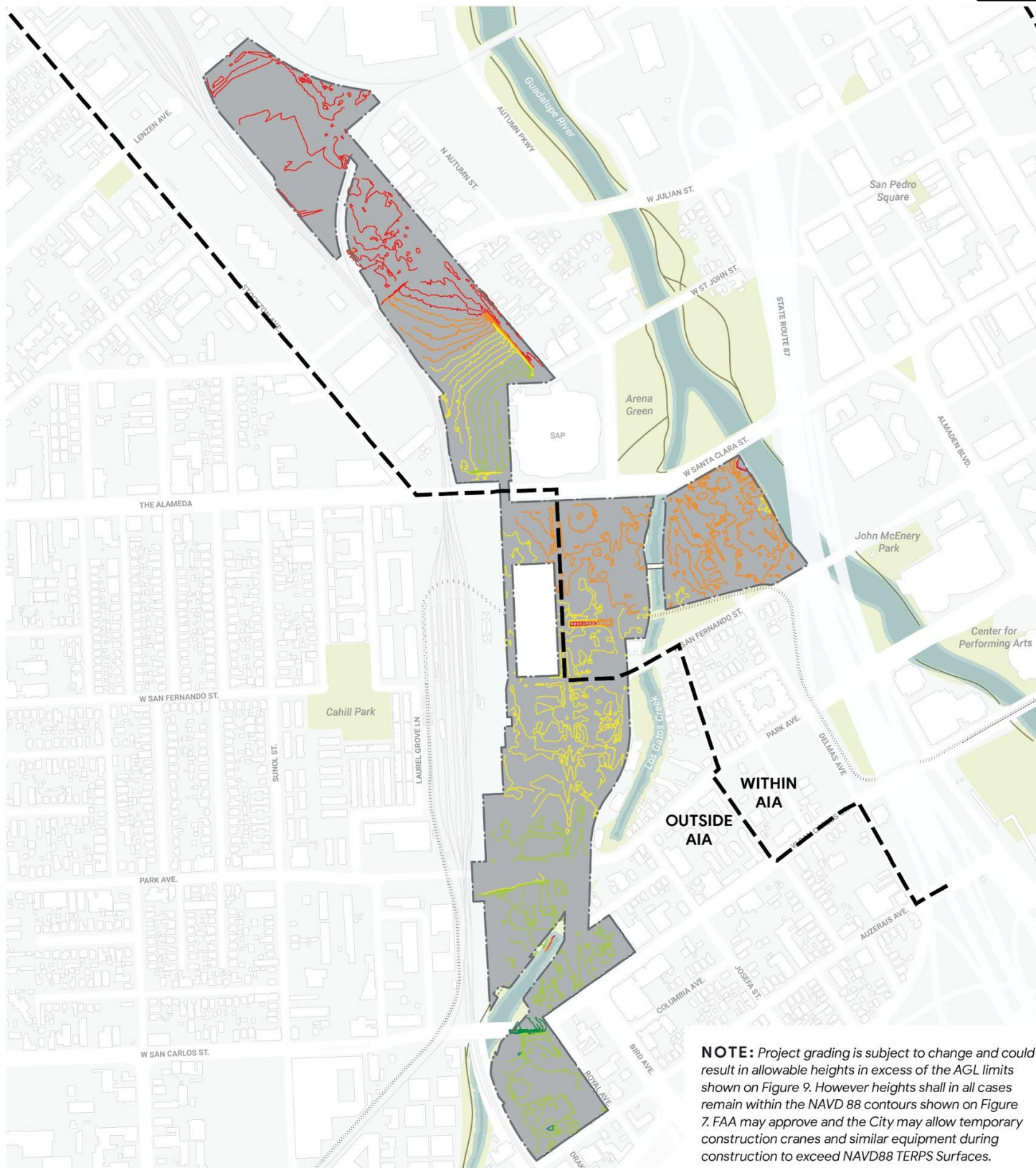
NOTE: Active uses and limited term corporate accommodations are permitted throughout the project area.

SOURCE: Landrum & Brown, Consultant to City of San Jose Aviation Department, Project CAKE, 2019

Downtown West Mixed-Use Plan

Figure 7

TERPs departure surface (NAVD 88)



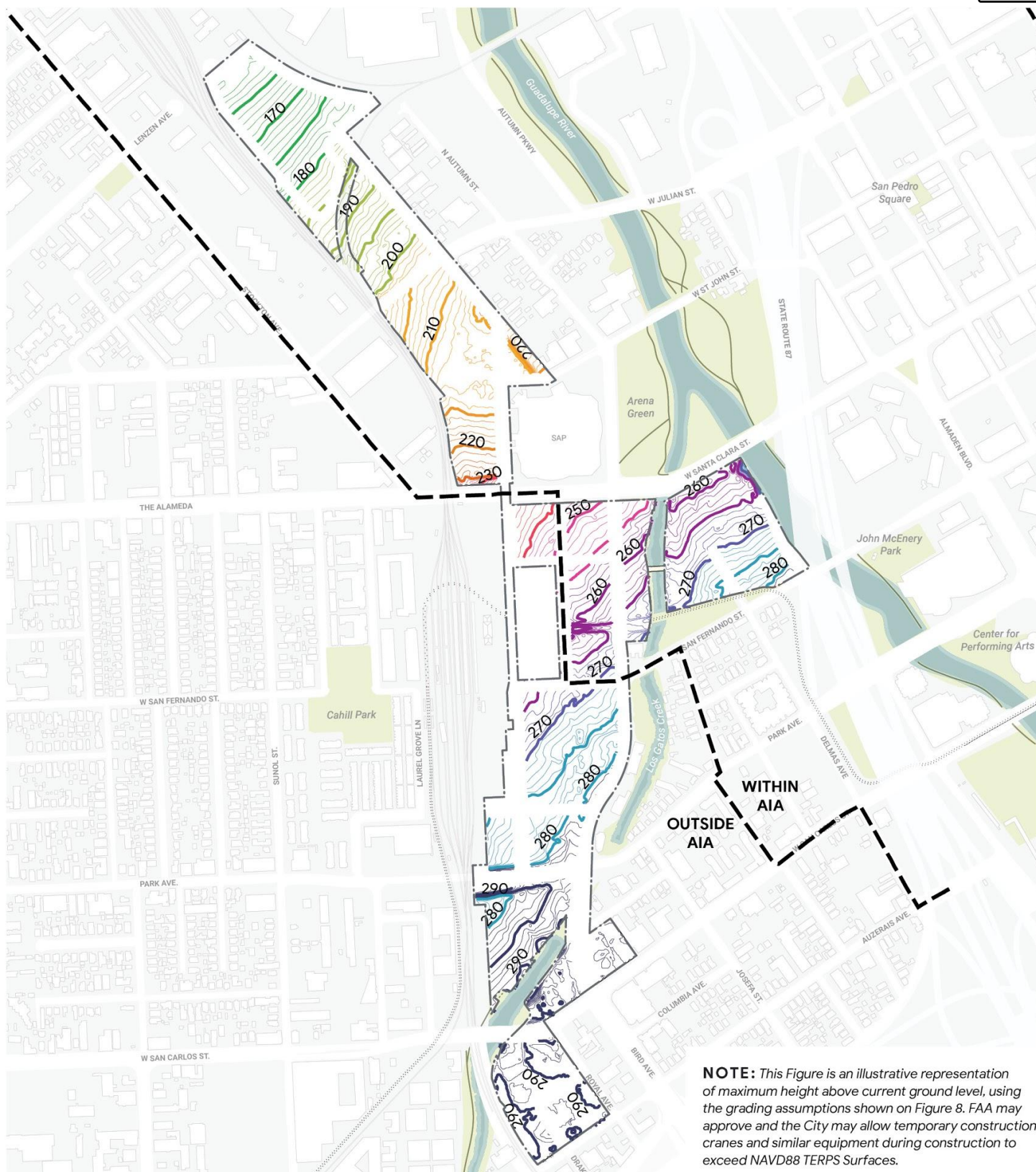
Legend

- | | |
|---|------------|
| --- Downtown West Mixed-Use Plan Boundary | 90-95 ft |
| — Airport Influence Area (AIA) | 96-102 ft |
| 77-84 ft | 103-112 ft |
| 85-89 ft | |

0' 250' 500'

Downtown West Mixed-Use Plan

Figure 8
Existing Ground Elevation

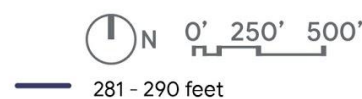


Legend

- Downtown West Mixed-Use Plan Boundary
- Airport Influence Area (AIA)
- 160 - 180 feet
- 181 - 200 feet

- 201 - 215 feet
- 216 - 220 feet
- 221 - 230 feet
- 231 - 245 feet

- 246 - 255 feet
- 256 - 265 feet
- 266 - 270 feet
- 271 - 280 feet



Downtown West Mixed-Use Plan

Figure 9

NAVD 88 Maximum Height Above Current Ground Level

FAA Order 8260.3D U.S. Standard for Terminal
Instrument Procedures (TERPS)



Legend

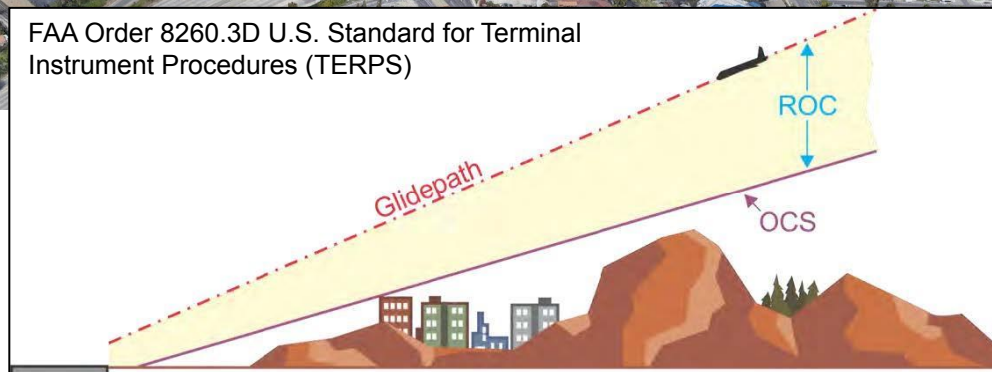
- NAVD88 Lowest TERPS Obstacle Clearance Surface (OCS) Surface: Prepared by Landrum & Brown, Consultant to City of San Jose Aviation Department, January 17, 2020
- Downtown West Mixed-Use Plan Boundary

Downtown West Mixed-Use Plan

Figure 1C
NAVD88 Lowest TERPS OCS Surface – Overview



FAA Order 8260.3D U.S. Standard for Terminal Instrument Procedures (TERPS)

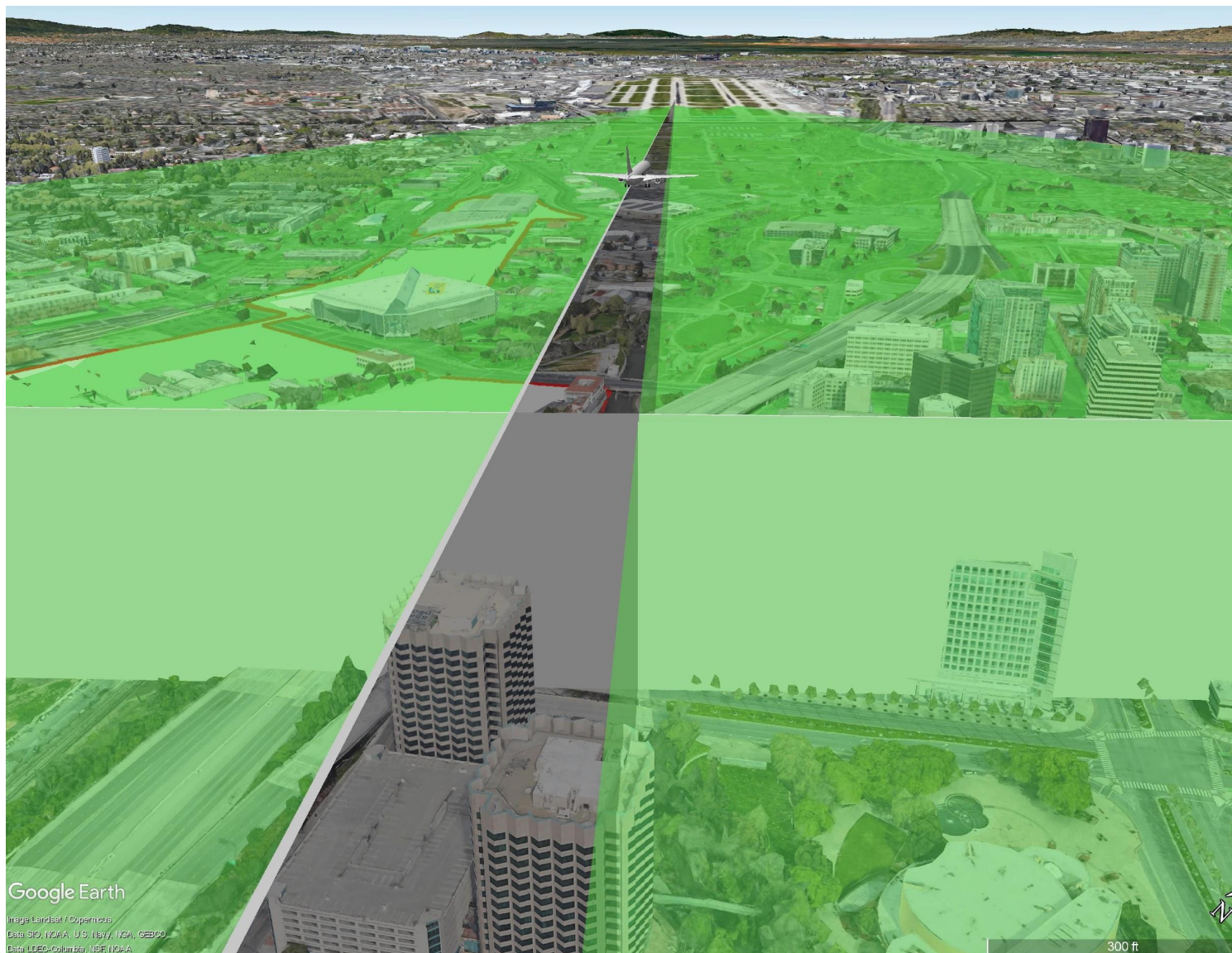


Legend

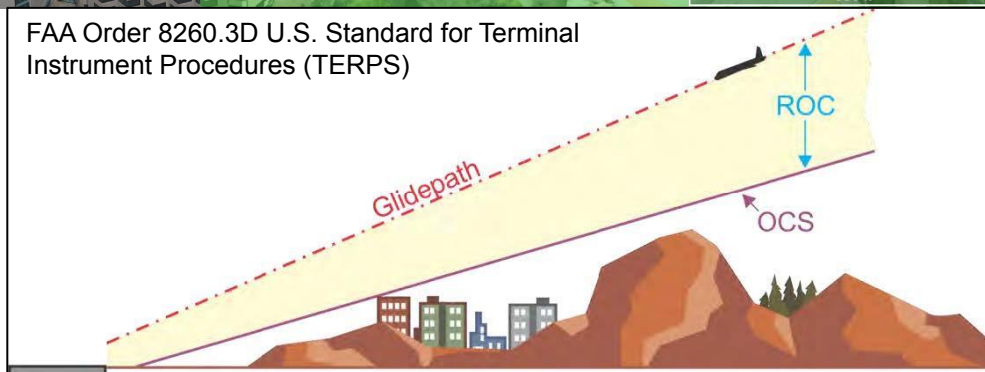
- NAVD88 Lowest TERPS Obstacle Clearance Surface (OCS) Surface: Prepared by Landrum & Brown, Consultant to City of San Jose Aviation Department, January 17, 2020
- Downtown West Mixed-Use Plan Boundary

Downtown West Mixed-Use Plan

Figure 1:
NAVD88 Lowest TERPS OCS Surface – North Perspective



FAA Order 8260.3D U.S. Standard for Terminal Instrument Procedures (TERPS)



Legend

- NAVD88 Lowest TERPS Obstacle Clearance Surface (OCS) Surface: Prepared by Landrum & Brown, Consultant to City of San Jose Aviation Department, January 17, 2020
- Downtown West Mixed-Use Plan Boundary

Downtown West Mixed-Use Plan

Figure 12
NAVD88 Lowest TERPS OCS Surface – Landing Perspective

Packet Pg. 86

Excerpt from:

Planned Development Zoning (PDC19-039)

Building Heights

Maximum allowable heights shall be those established by FAA regulations as shown in Table 3.02.2, and for Sub-Area 1, shown in Figure 5.12 of the DWDSG, which are translated into above ground level (AGL) limits in Section 5.6 of the DWDSG. Project grading could result in allowable heights in excess of the AGL limits referenced in the DWDSG, but heights for Sub-Areas 1 and 2 shall in all cases remain within FAA limits and subject to final FAA Notice of Determination established through completion of 7460 Part 1.

Maximum building heights for individual buildings in the Downtown West PD Zoning District may be increased without amendment to this General Development Plan provided that: (a) such increase correlates to an increase in maximum allowable height authorized by the FAA and approved by City Council following Santa Clara County Airport Land Use Commission review, if applicable; and (b) the Planning Director conducts environmental review of the building's proposed height increase to determine compliance under CEQA. Documentation of any height increase pursuant to this section shall be through the Zoning / Design Conformance Review process described on Sheet 8.01.

Table 3.02.2 Permissible Building Heights by Sub-Area

Sub-Area Maximum Building Height	Maximum Building Height (Above Ground Level)
Sub-Area 1	See Section 5.6 of the DWDSG
Sub-Area 2	Up to 245 feet (Above Ground Level)

Buildings

Overview..... 163

5.1 Building Objectives	163
5.2 Built on Context and Character	165
5.3 Chapter Structure	171
5.4 Building Nomenclature.....	174

Building Envelope 175

5.5 Blocks.....	175
5.6 Building Heights	179

Project-Wide Building Design 183

5.7 Building Variety and Materials.....	183
5.8 Pedestrian Level Design	187
5.9 Podium Level Design.....	192
5.10 Skyline Level Design.....	197
5.11 Skyline Level Long Facades.....	200

5.12 Residential Design.....	207
------------------------------	-----

5.13 Sustainability Strategies	209
--------------------------------------	-----

5.14 District Systems, Infrastructure, Logistics, and Parking ..	211
--	-----

Location-Specific Building Design 214

5.15 Historic Resources.....	214
5.16 Low-rise Context	227
5.17 Los Gatos Creek and Open Space	229

Overview

5.1 Building Objectives

As the first impression of San José for people arriving at Diridon Station, the Project both complements and enlivens Downtown while responding to the surrounding neighborhoods and natural features of the riparian corridors.

The land use locations of Downtown West, with new residential located along existing residential neighborhoods and office located along the rail corridor and Downtown, create a balance of building forms, dynamic relationships with historic resources, larger floorplate office, and varied residential buildings.

Proposed allowable building heights range from approximately 160 feet in the north to approximately 290 feet in the south, contingent upon required Federal Aviation Administration (FAA) review clearance.

Across the site, ground floor design creates connections between new and existing neighborhoods, between new and historic buildings, and between Downtown West and the greater Downtown.

The DWDSG is intended to promote opportunities for creative and innovative design solutions aligned to the chapter objectives described in the following list. The Conformance Review application shall be approved notwithstanding inconsistency with certain guidelines where the project sponsor provides information during the Conformance Review process showing the subject application on balance generally promotes the design intent of the following chapter objectives, where applicable.

Design new buildings that represent the growth, **innovation**, and state of the art technology in Downtown San José. Vary building form, height, rooflines, and highlight unique architectural moments to establish identity and create a compelling addition to the skyline of San José.

Integrate existing buildings, historic resources, and new development within Downtown West to create a varied building fabric that is **complementary** to the larger San José area, through massing, architectural features, and material cues from surrounding context and adjacent neighborhoods.

Support **activity** along streets and open spaces and create accessible and welcoming places through ground floor design, including transparency, articulation, human-scale modulation and high quality materials.

Optimize **environmental performance** and comfort within buildings and adjacent public spaces through orientation, massing, cutting-edge building technology, habitat expansion, and biophilic design strategies.

Planning Context

The City's long-range planning efforts, represented in the DSAP, DDG, and San José Municipal Code, provide the foundation for massing and architecture design intent.

- **DSAP.** Through design guidelines, the DSAP addresses the built form of the area including block size, building siting, and frontage. Project-related DSAP amendments modify height limits in Downtown West to reflect new information presented to the City related to the flight path for the Norman Y. Mineta San José International Airport.
- **DDG.** The DDG adopted in 2019 provides guidance for the form and design of buildings and their interface with Downtown's public realm. The standards and guidelines within the DDG govern building massing and architecture, ground floor design, view corridors, materials and colors, facade treatment, bird-safe design, and massing transitions to existing lower density and historic resources. Relevant companion sections of the DDG are identified in section introductions throughout this chapter.
- **Municipal Code.** Chapter 20 of the San José Municipal Code includes development standards organized by zoning district. The Project establishes a new PD Zoning District for Downtown West that includes development standards and regulations applicable to the Project.

For information on other City planning documents see Sections 1.2 – 1.4.

Approach

The Project aligns with the intent of the three design priorities referenced in the DDG:

DESIGN EXCELLENCE

Massing and architectural design in Downtown West enhance the public experience at the ground level and above. The Project applies a people-centric approach to building design that emphasizes a connection to context, frames open spaces and views, and promotes visual interest.

SUSTAINABLE URBANISM

The Project creates an urban structure that supports a walkable and healthy environment. Within the urban structure, building design encourages emerging innovations and technologies, while incorporating ecologically responsible strategies within new development — especially along open spaces and riparian corridors.

SENSE OF PLACE

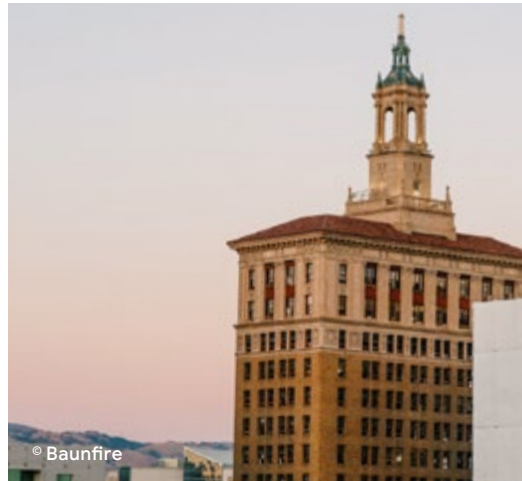
The Project aspires to adapt, retain, and reuse selected existing buildings and Project resources to preserve architectural character and to create a variety in scale with new development. New buildings are encouraged to take architectural and material cues from Downtown and adjacent neighborhoods to connect with the character of San José.

5.2 Built on Context and Character

Contextual Design

The Project builds on San José's heritage, history, industrial past, ecological context, and leadership in innovation. New buildings respond to the character of the surrounding historic resources, natural resources, and neighborhoods while also reflecting the ambition of San José's future. The themes illustrated in Figure 5.1 reflect Downtown West's contextual influences.

The contextual considerations in this chapter include recommendations for how to apply site influences on aspects of building design — from ground floor elements to building form. Contextual influences range from immediate to regional conditions.



HERITAGE AND HISTORY



INDUSTRY AND AGRICULTURE



ECOLOGY AND BIOPHILIA



INNOVATION AND TECHNOLOGY

FIGURE 5.1: Downtown West contextual influences

Heritage and History

Historic resources and existing structures within or immediately surrounding Downtown West provide a rich and varied building fabric today. These structures will further create visual contrast and reference points amidst the new development. The materials, craft, and longevity of these structures create a collection of expressive textures. Typically, these structures are designed with intricate patterns and repetitive, small-scale articulation.

To create a place that is complementary with the heritage and history within Downtown West, new development is encouraged to reinterpret the design cues of existing structures and site elements — including scale, texture, and craft of materials. Contemporary materials and their articulation should provide texture and detail amidst large buildings. Contemporary interpretations are encouraged to explore other strategies to reflect the heritage of design such as perforated textures, porous panels, staggered patterns, and fine-grain repeated elements as seen in the local context; see examples in Figure 5.2.



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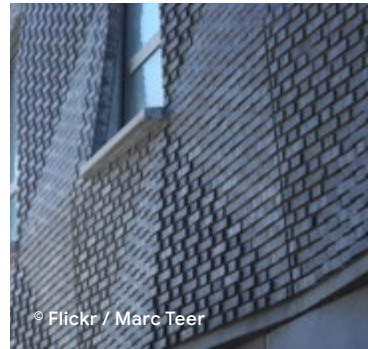


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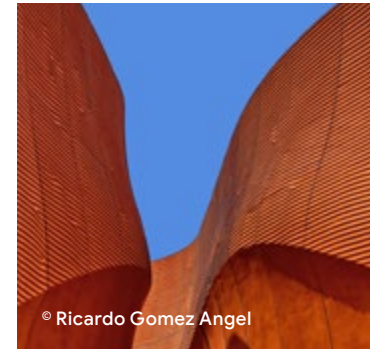


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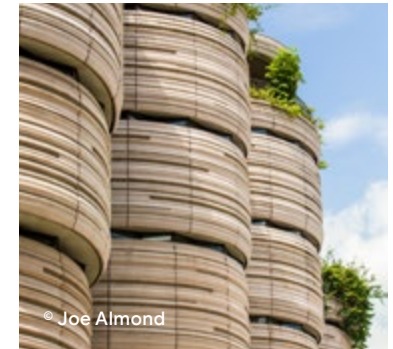
CONTEXTUAL REFERENCE



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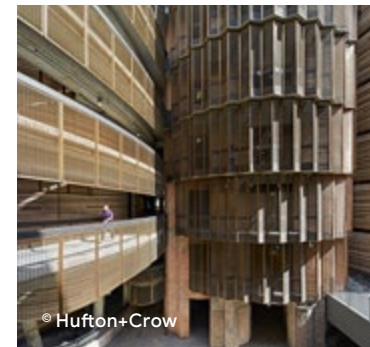
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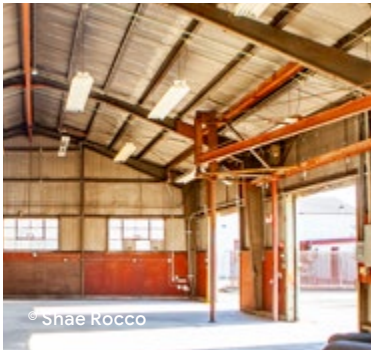
CONTEMPORARY APPLICATIONS

FIGURE 5.2: Examples of design strategies reflecting heritage and history

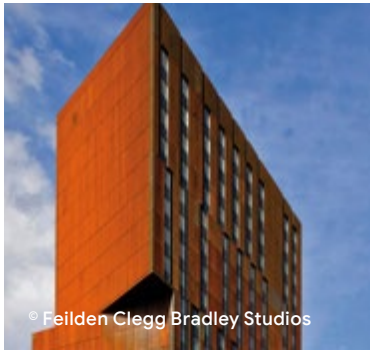
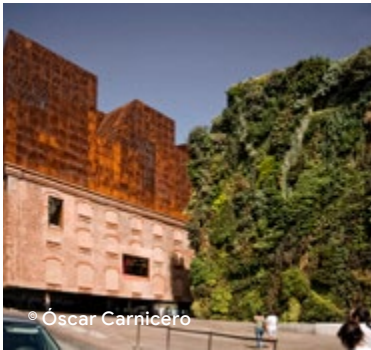
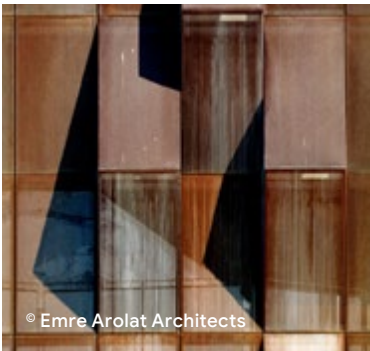
Industry and Agriculture

From agriculture to automation, efficiency and streamlined processes are consistent underpinnings to the urban fabric surrounding Downtown. The infrastructure and industrial structures designed to fulfill these processes are utilitarian and reflect some of the construction systems of their time.

In celebrating the industrial foundation of Downtown West, exposure of structural systems, durability of materials, and quality of craft are encouraged. New development should express fine-grain details that complement massing strategies. Industrial materials and treatments include but are not limited to structural expression, weathering, patina, and raw surfaces; see examples in Figure 5.3.



CONTEXTUAL REFERENCE



CONTEMPORARY APPLICATIONS

FIGURE 5.3: Examples of design strategies reflecting industry and agriculture

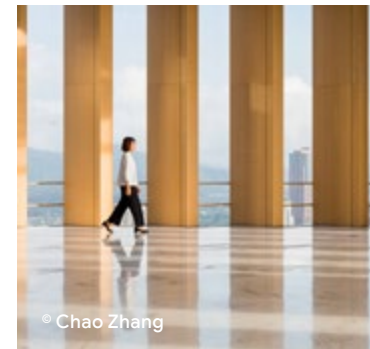
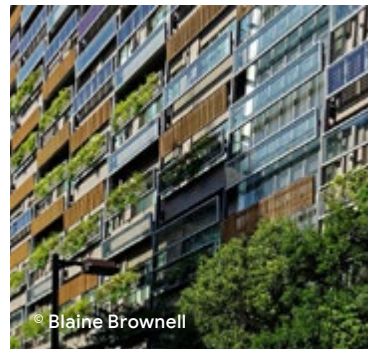
Ecology and Biophilia

Ecology is woven through all aspects of the Project by increasing open space, pervious surfaces, native species, and ecological stormwater strategies that support a vibrant riparian habitat. Additionally, massing and architecture reinforce the health of the riparian habitat through environmentally responsive massing and architecture, bird-safe features, sustainable materials, biophilic facades, and increased softscape connectivity. Office buildings throughout the Project will engage qualified ornithologists to advise on design with the intention to provide bird safety consistent with DDG bird-safe design standards.

Along Los Gatos Creek, simplicity of design allows ecology to come forth and permeate the building. Biophilic design integrates natural features into these buildings' structure, material palette, and form. Buildings along riparian corridors should consider incorporating creative design strategies that go beyond what is required to enhance the habitat for birds and other native wildlife; see examples in Figure 5.4.



CONTEXTUAL REFERENCE



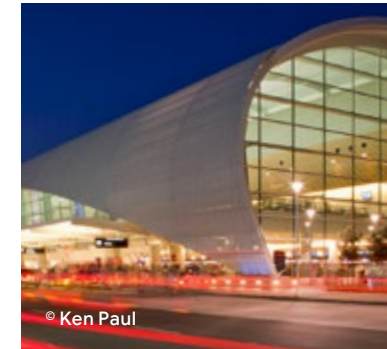
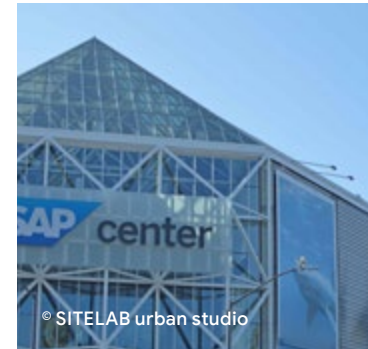
CONTEMPORARY APPLICATIONS

FIGURE 5.4: Examples of design strategies reflecting ecology and biophilia

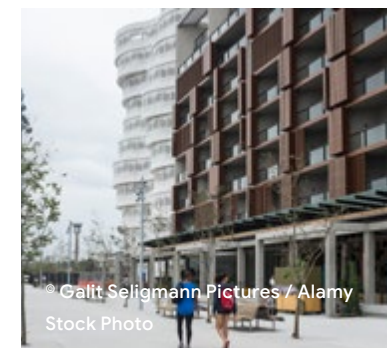
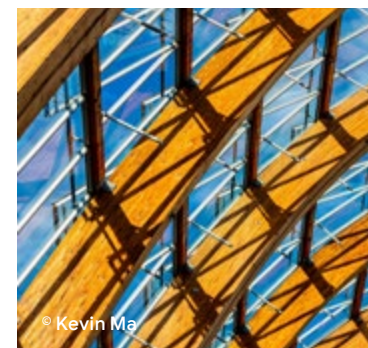
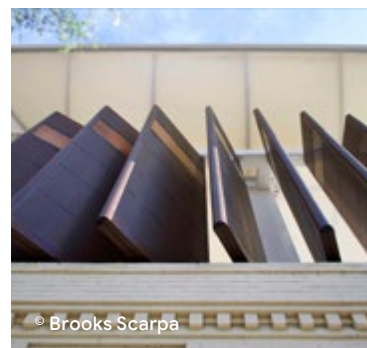
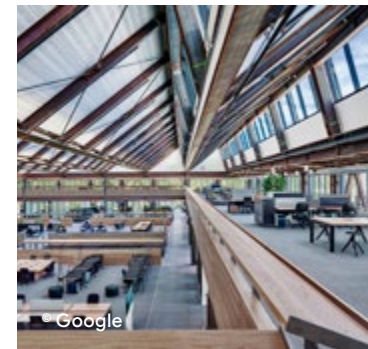
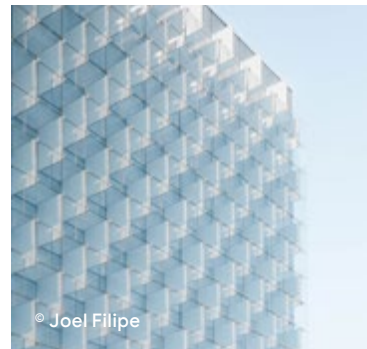
Innovation and Sustainability

As an anchor of Silicon Valley, San José is globally recognized as a center of innovation. To create a framework that is true to San José, design should bridge the industrial past of production with the evolving futures in technology and fabrication.

To innovate across aspects of design, new development will explore emerging technologies in building construction such as improving building performance, reducing consumption of non-renewable resources, minimizing waste, and creating healthy environments that promote wellbeing. Innovation and sustainability may include using familiar and raw materials in new ways and integrating materials with reduced environmental impact, including new materials with exceptional sustainability characteristics; see examples in Figure 5.5.



CONTEXTUAL REFERENCE



CONTEMPORARY APPLICATIONS

FIGURE 5.5: Examples of design strategies reflecting innovation and sustainability

Character Zones

The four character zones, as described in *Chapter 2: Project Vision*, guide the aspirations for a variety of experiences within Downtown West illustrated in Figure 5.6. The four character zones weave together responses to immediate adjacencies and Project-wide intentions.

- **Southend.** Though nature is integrated throughout the Project, in the Southend it is the fundamental driver for design and programming. Massing and architectural design reflect and amplify the Los Gatos Creek Riparian Corridor while creating relationships with the adjacent neighborhoods.
- **Meander.** The Meander is a continuous urban promenade that is framed by 150 South Montgomery and new development of varied scales. As an intersection of ecological and civic character, the Meander provides a setting to combine natural materials with innovative building technologies.
- **Core.** The Core is the social heart and transit hub of the Project that connects Diridon Station to Downtown. 40 South Montgomery and new development contrast in scale. The urban form is a combination of existing structures, new low-scale active use buildings, and new high-rise buildings.
- **Northend.** Massing and architectural design in the Northend are inspired by the site's industrial past and present. Large office buildings align to the rail corridor and a mixture of uses align North Montgomery Street.

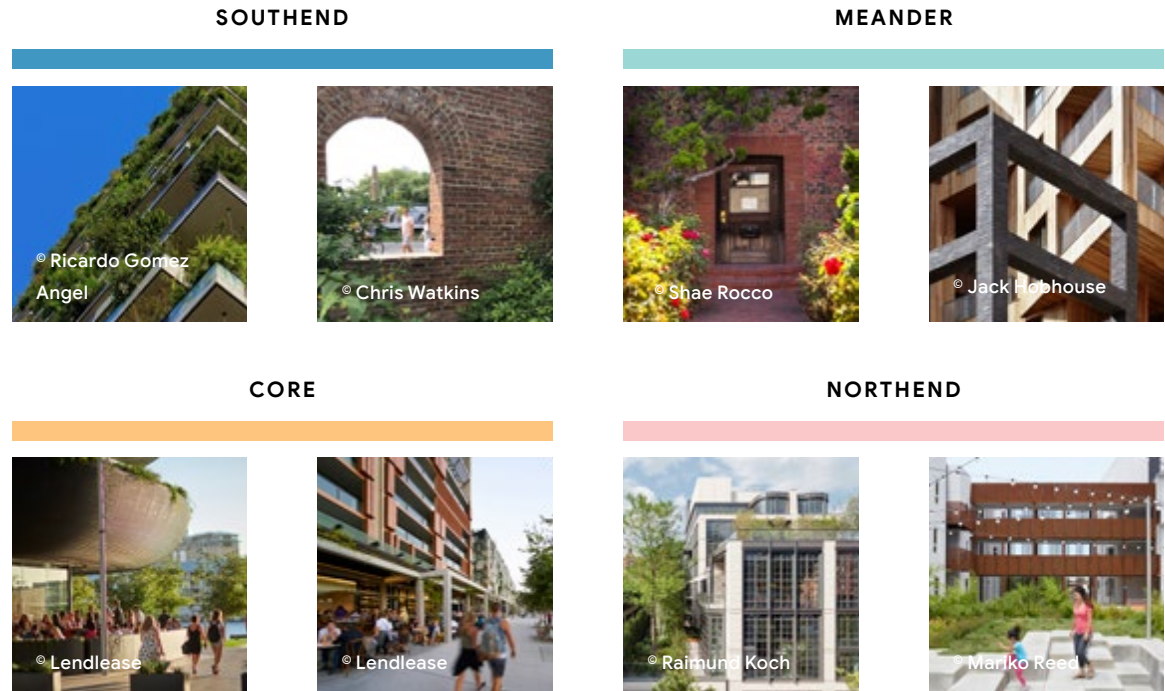


FIGURE 5.6: Examples of building expression through various character zones

5.3 Chapter Structure

The Project seeks to establish a quality urban environment while creating variety and site-specific responses. To this end, the chapter first sets out building envelope and Project-wide building design standards and guidelines that apply to all new development and, second, location-specific standards and guidelines that address particular adjacencies. As a result, each building, at each edge, has a unique layering of requirements to respond to its location and as part of the overall Downtown West. Figure 5.7 illustrates the location-specific requirements on block edges, as shown in Table 5.1.

APPLY TO ALL BUILDINGS

Building Envelope

The building envelope represents the area within which a building can be designed and built. The building envelope is defined by the extents of the block and the maximum building height. Additionally, buildings can project outside of the building envelope as defined in the project-wide standards.

Refer to Sections:
5.5 Blocks
5.6 Building Heights

Project-Wide Building Design

Standards and guidelines apply to all new development, tailoring massing and architecture to align with Downtown West and DDG design objectives.

Refer to Sections:
5.7 Building Variety and Materials
5.8 Pedestrian Level Design
5.9 Podium Level Design
5.10 Skyline Level Design
5.11 Skyline Level Long Facades
5.12 Residential Design
5.13 Sustainability Strategies
5.14 District Systems, Infrastructure, Logistics, and Parking

APPLY TO SPECIFIED BUILDINGS

Location-Specific Building Design

Location-specific building design standards and guidelines apply to new development where additional massing and architecture requirements are needed — particularly adjacent to existing low-rise context, historic resources, and Los Gatos Creek.

Refer to Sections:
5.15 Historic Resources
5.16 Low-rise Context
5.17 Los Gatos Creek and Open Space

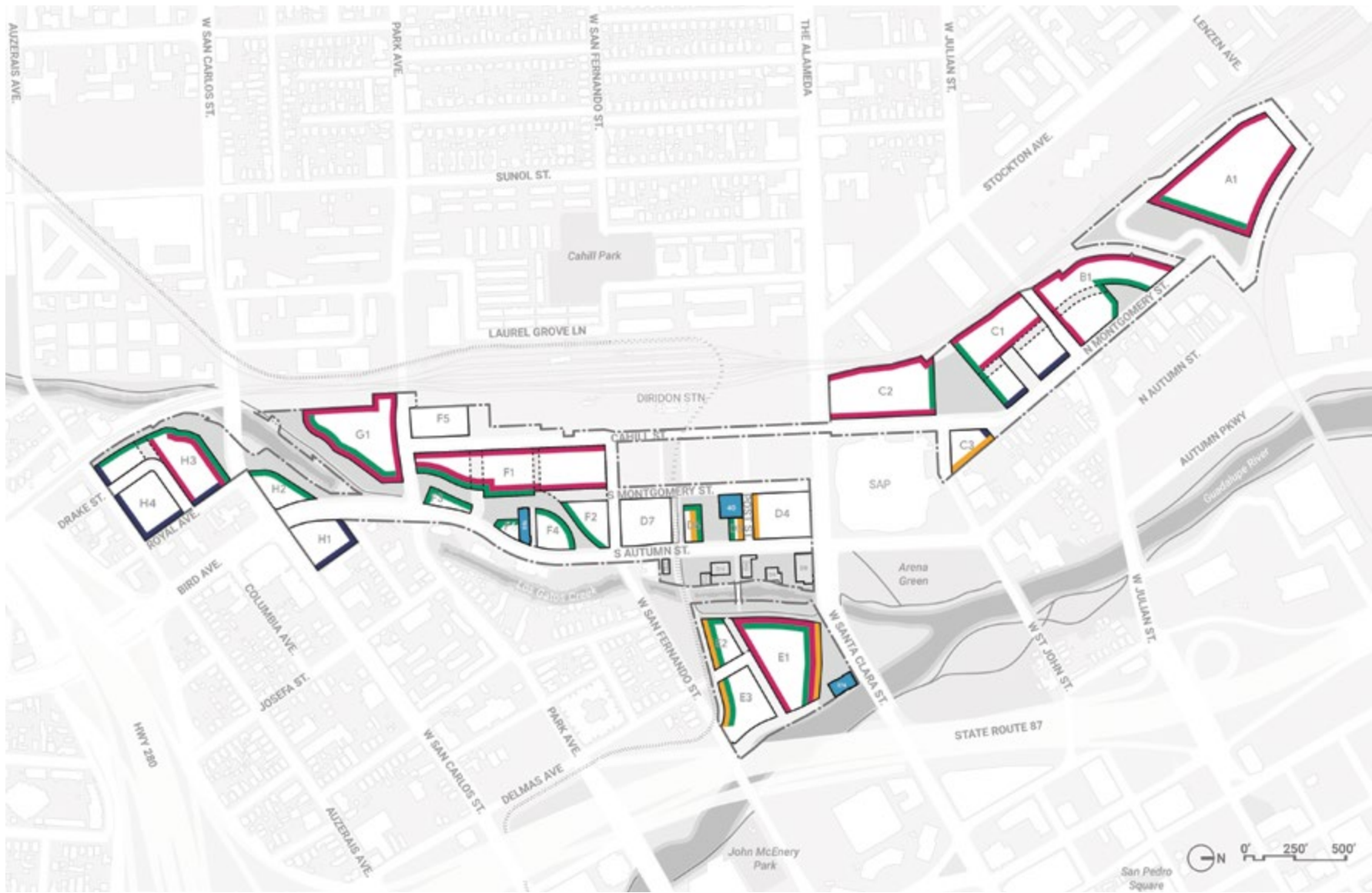


FIGURE 5.7: Architectural requirement summary

- 5.8-5.9, 5.11, and 5.17 Long facade design
- 5.15 Project resources
- 5.15 Adjacency to historic resources
- 5.16 Adjacency to low-rise context
- 5.17 Adjacency to Los Gatos Creek and open space

NOTE: Sections 5.5 - 5.14 apply to all new development

TABLE 5.1: Architectural requirement matrix

● Applicable sections to reference per block

BLOCK	BUILDING ENVELOPE (SECTIONS 5.5-5.6)	PROJECT-WIDE BUILDING DESIGN (SECTIONS 5.7-5.14)	LONG FACADE DESIGN (SECTIONS 5.8-5.9, 5.11, AND 5.17)	LOCATION-SPECIFIC BUILDING DESIGN		
				HISTORIC RESOURCES (SECTION 5.15)	LOW-RISE CONTEXT (SECTION 5.16)	LOS GATOS CREEK AND OPEN SPACE (SECTION 5.17)
A1	●	●	●			●
B1	●	●	●			●
C1	●	●	●		●	●
C2	●	●	●			●
C3	●	●		●	●	
D4	●	●		●		
D5	●	●		●		●
D6	●	●		●		●
40	●			●		
D7	●	●				
D8-D13	●	●				
E1	●	●	●	●		●
374	●			●		
E2	●	●		●		●
E3	●	●		●		●
F1	●	●	●			●
F2	●	●				●
F3	●	●				●
F4	●	●				●
F5	●	●				
150	●			●		
F6	●	●		●		●
G1	●	●	●			●
H1	●	●			●	
H2	●	●				●
H3	●	●	●		●	●
H4	●	●			●	

5.4 Building Nomenclature

Terms

- Pedestrian level.** The pedestrian level consists of the ground floor, which enhances the public experience through activation and architectural expression. Pedestrian level design encompasses streetwall, facade rhythm, transparency, and active frontage.
- Podium level.** The podium level consists of built levels above the pedestrian level up to 70 vertical feet from grade. Podium facade design contributes to the pedestrian visual experience of Downtown West. Podium level design encompasses facade modulation, materials, projections, and building separation.
- Skyline level.** The skyline level consists of all built levels above 70 vertical feet (podium level) from grade. The skyline level establishes the vertical appearance of new development, frames views of contextual assets, and showcases iconic architectural moments. Skyline level design encompasses facade modulation, projections, building separation, and massing and architecture standards for facades greater than 350 feet (long facades). When referenced in standards and guidelines, roof features and mechanical equipment are not considered within the skyline level facade area.
- Long facades.** Long facades refer to any building that has a continuous facade length greater than 350 feet. Individual buildings connected by pedestrian bridges per DDG Section 4.4.8 do not qualify as a continuous facade. Sections 5.8, 5.9, 5.11, and 5.17 contain additional detail and requirements for long facade massing and architecture.

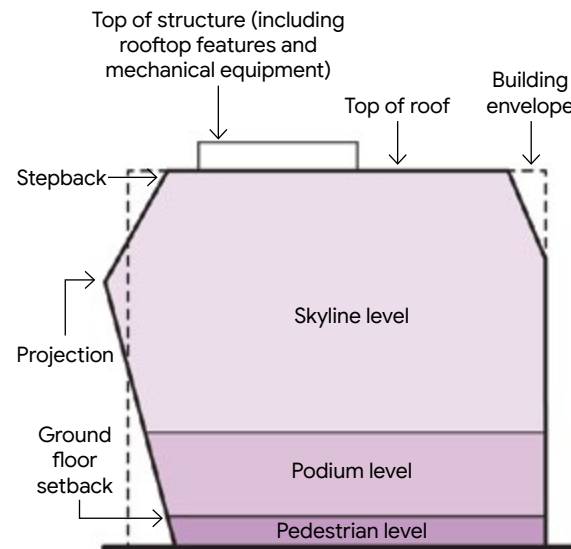


FIGURE 5.8: Section of new development expressing terms used throughout the chapter

Building Envelope

5.5 Blocks

The block structure of Downtown West is designed for frequent pedestrian intersections in order to create a welcoming urban environment and promote walking and bicycling. Blocks are the boundaries of new development. Blocks are primarily shaped by adjacencies, such as rail, infrastructure, and riparian setbacks.

Relevant DDG standards and guidelines that apply to Downtown West blocks include DDG Sections 3.2.1 and 3.2.2 unless superseded by the DWDSG.

Standards







S5.5.1 New development blocks. Above-grade new development within the Project shall be limited to the blocks as shown in Figure 5.9.

Selected blocks identified in Figure 5.10, S5.5.2, and S5.5.9 are exempt from this standard.

[DDG standard 3.2.1.c, guideline 3.2.2.b. and 4.3.1.d — superseded]



FIGURE 5.9: Block plan

-  New development blocks
-  Existing historic buildings to be rehabilitated (See Section 5.15)
-  Existing buildings to be rehabilitated or replaced if existing structures cannot reasonably be retained (See Section 5.6)
-  50-foot Los Gatos Creek Riparian Setback
-  50- to 100-foot ecological enhancement zone along Los Gatos Creek
-  30-foot Guadalupe River Riparian Setback

S5.5.2 Flexible blocks and open space locations. The arrangement of blocks and open spaces in the locations highlighted in Figure 5.10 are permitted to be reconfigured through concept design so long as the total open space acreage and circulation network remain consistent. For minimum required open space acreage, see Section 4.5. Flexible block boundaries are permitted in the following locations:

- Blocks D5 and D6 and The Social Heart (See Section 4.15 for open space information). Block D6 shall maintain a separation of 60 feet between new development on block D7 to preserve the view corridor from Diridon Station to Downtown.
- Blocks F2, F3, F4, F6, the southern portion of block F1 inclusive of the private street, and the Meander (See Section 4.13 for open space information).



FIGURE 5.10: Flexible blocks and open space locations

- Flexible blocks and open spaces

S5.5.3 Block length. The maximum length of new blocks shall not exceed 300 feet.

Blocks across the street from or adjacent to rail or highway are exempt from this standard.

[DDG standard 3.2.1.a — superseded]

S5.5.4 Building reconfiguration. If a public agency initiates proceeding to acquire any portion of the property subject to the PD Zoning District, this standard authorizes reconfiguration of new development within Downtown West and related improvements, and deviations from standards elsewhere in this document, as reasonably necessary to avoid such acquisition areas.

Proposed deviations to standards pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involved the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be made that the resulting reconfigured new development and improvements are consistent with the General Plan and with all standards that are not affected by the property acquisition.

S5.5.5 Relationship to DISC and the rail corridor. New development is authorized across the entirety of each block shown on Figure 5.9, subject to any subsequent proceedings initiated by the DISC partner agencies (California High-Speed Rail Authority; VTA; Caltrain; and the City) to acquire any portion of such blocks. If any DISC partner agency has initiated proceedings to acquire land within a block required for an approved alignment and expansion of the rail right-of-way, this standard authorizes reconfiguration of new development, open spaces, and improvements, including through deviations from standards and guidelines elsewhere in the DWDSG, as reasonably necessary to avoid acquisition areas while still maximizing development potential within the affected block. For reference on planned developable area relationship to DISC and rail corridor, refer to S4.9.2 and S6.3.4.

Proposed deviations to standards pursuant to this standard shall be reviewed by the Director of PBCE without requiring amendment to the DWDSG as part of Conformance Review that involved the area affected by the property acquisition, or as necessary following the acquisition of property. Such deviations shall be reviewed pursuant to Section 1.4 and approved if findings can reasonably be

made that the resulting reconfigured new development and improvements are consistent with the General Plan and with all standards that are not affected by the property acquisition.

S5.5.6 Mid-block passages. The number of mid-block passages shall be provided within the designated blocks as represented in Section 4.5. Final location and size of mid-block passages shall be established through the Downtown West Zoning and Design Conformance Review and final mapping of the subject block.

All mid-block passages shall meet the minimum requirements identified in Section 4.5.

S5.5.7 New development within riparian setbacks. New development along Los Gatos Creek and the Guadalupe River is prohibited within the 50-foot riparian setback and 30-foot riparian setback respectively, as shown in Figure 5.9 and described in Section 4.7.

If structural assessment reveals existing structures at Creekside Walk at Autumn Street (See Section 4.16) cannot reasonably be retained, replacement structures shall be permitted. Existing structures include blocks D8, D9, D10, D11, D12, and D13. Replacement structures shall not exceed existing block footprints within the 50-foot Los Gatos Creek Riparian Setback. Replacement structures shall be subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.

S5.5.8 New development within ecological enhancement zone. New development shall be permitted within the ecological enhancement zone on blocks E1, E2, and H2 — limited by S5.17.2 and S5.17.1 respectively — as well as replacement structures and additions in the Creekside Walk at Autumn Street, which are limited by S5.5.9. Refer to Section 4.8 for open space design standards and guidelines applicable to the ecological enhancement zone.

S5.5.9 Creekside Walk at Autumn Street building additions. Outside of the 50-foot Los Gatos Creek Riparian Setback, vertical and horizontal built area shall be permitted in addition to the existing structures within Creekside Walk at Autumn Street, including blocks D8, D9, D10, D11, D12, and D13. If structural assessment reveals existing structures at Creekside Walk at Autumn Street (see Section 4.16) cannot reasonably be retained, replacement structures shall be permitted. See Figure 5.9 for location of the 50-foot Los Gatos Creek Riparian Setback.

Individual additions shall not exceed 5,000 gross square feet. The cumulative footprint of horizontal building additions shall not exceed 10 percent of the total area of privately-owned public parks and semi-public open space at the Creekside Walk at Autumn Street as denoted in Table 4.1. The cumulative built area of vertical and horizontal additions to existing structures within the Creekside Walk at Autumn Street shall not exceed 17,500 gross square feet beyond the total built area of existing structures.

Individual replacement structures within the block shall be permitted to exceed the existing gross square footage in accordance with the individual and cumulative footprint and square footage limits described herein. Replacement structures and

additions to existing structures shall be subject to applicable standards in Sections 5.6, 5.7, 5.8, and 5.13.

S5.5.10 Setbacks. Within Downtown West, no minimum building setbacks shall be required for any use within the property line, except for setbacks from the riparian corridor as identified in this section and S5.17.2. New development that is setback from the property line shall conform to the streetwall requirements in Section 5.8.

5.6 Building Heights

The Project building heights range from 160 to 290 feet above ground level (AGL). Several blocks have been set to a height lower than the maximum height allowable, in order to build in variation that better responds to contextual adjacencies and the experience of Downtown West.

Existing buildings along the Creekside Walk at Autumn Street — including blocks D8, D9, D10, D11, D12 and D13 — may be replaced if structural assessment reveals existing structures cannot reasonably be retained. Limits to the height of replacement structures and additions to existing structures are listed in this section, and footprint limits of these buildings is further limited in Section 5.5.

Additional massing reduction requirements adjacent to historic resources are identified in Section 5.15.

Standards

S5.6.1 Maximum building height. FAA height restrictions, shown in Figure 5.11 as NAVD 88, shall govern maximum allowable building heights pursuant to this DWDSG. For context, Figure 5.12 and Figure 5.13 identify the maximum AGL height at the time of DWDSG approval. Figure 5.12 is an illustrative representation of maximum height by block, while Figure 5.13 illustrates maximum height by contours.

Building heights in Figure 5.11 are current at the time of DWDSG approval. All proposed structure-specific heights that are subject to the FAA's regulatory review must obtain an FAA "determination of no hazard to air navigation" prior to building permit approval. The FAA has the discretion to restrict proposed structure elevations below those shown in accompanying Figure 5.11, Figure 5.12, and Figure 5.13 through the FAA Obstruction Evaluation process under 14 CFR Part 77.

Although Project grading could result in allowable heights in excess of the AGL limits shown on Figure 5.12 and Figure 5.13, heights shall in all cases remain within the NAVD 88 contours shown on Figure 5.11. Conformance Reviews under this DWDSG shall be against Figure 5.11 with the exception of blocks identified in S5.6.2.

S5.6.2 Heights at Creekside Walk at Autumn Street.

Replacement structures and built area additions in the Creekside Walk at Autumn Street (Section 4.15) — including blocks D8, D9, D10, D11, D12, and D13 — shall not exceed heights (measured to top of roof) as listed below:

- If structural assessment reveals existing structures at Creekside Walk at Autumn Street cannot reasonably be retained, replacement structures within the 50-foot Los Gatos Creek Riparian Setback shall be limited to one level and shall not exceed the top of roof of the existing structure.
- Replacement structures and additions to existing structures located on blocks D9, D10, D11, D12, and D13 between the 50-foot Los Gatos Creek Riparian Setback and South Autumn Street shall not exceed 40 feet.
- Vertical additions within the existing block D8 footprint shall be permitted up to 60 feet in height outside of the 50-foot Los Gatos Creek Riparian Setback. Horizontal additions to block D8 shall be permitted up to 40 feet in height outside of the 50-foot Los Gatos Creek Riparian Setback.

Replacement structures and additions are subject to applicable standards in Sections 5.5, 5.7, 5.8, and 5.13.



FIGURE 5.11: FAA NAVD 88 maximum height contours

— 5 foot NAVD 88 height contours

S5.6.3

Blocks with limited heights. The following additional blocks shall not exceed the height as listed below and denoted in Figure 5.12 (height is measured to top of roof):

- Blocks D5 and F6: 40 feet maximum height
- Block D6: 80 feet maximum height
- Block H1: 150 feet maximum height

Additional perimeter height and massing requirements apply to blocks E1/G1 (S5.17.3), E2/E3 (S5.15.10 and S5.15.11), H1 (S5.16.2), H2 (S5.17.1), and H3/H4 (S5.16.3). Height and footprint limits to structures within open space are outlined in Section 4.25.

For more information on heights adjacent to historic resources refer to standards in Section 5.15. Refer to DDG Section 4.4.7.a for information on rooftop appurtenances and mechanical equipment.



FIGURE 5.12: Illustrative maximum height per block above current ground level

180 feet	215 feet	255 feet	270 feet	290 feet
200 feet	230 feet	265 feet	280 feet	Limited height locations

NOTE: Maximum heights are limited for new development within blocks D5, D6, D8-D13, F6, and H1. For blocks with limited height, height is measured to top of roof. For more information on limited heights per block see S5.6.3.



FIGURE 5.13: FAA NAVD 88 maximum height shown above current ground level

- | | | | |
|----------------|----------------|----------------|----------------|
| 160 - 180 feet | 216 - 220 feet | 246 - 255 feet | 271 - 280 feet |
| 181 - 200 feet | 221 - 230 feet | 256 - 265 feet | 281 - 290 feet |
| 201 - 215 feet | 231 - 245 feet | 266 - 270 feet | |

Project-Wide Building Design

5.7 Building Variety and Materials

Variation of new development within the Project creates visual interest and avoids monotony. The intent of the following standards is to provide architectural variety through distinct changes between adjacent buildings.

Terms

- **Facade composition.** A facade composition is made up of architectural pattern or expression such as materials and detailing. Examples include but are not limited to structural expression, framing modules, shading devices, double-skin facade systems, shading devices, screening, and fenestration.
- **Facade modulation.** Facade modulation creates depth through massing moves, including but not limited to horizontal or vertical shifts, projections, balconies, bays or recesses.
- **Architectural articulation.** Architectural articulation breaks down the scale of a facade through expressed structure or system depth — typically of a finer grain than massing projections or recesses. Strategies include but are not limited to projections, expressed bay structures, expressed glazing supports, and expressed shading devices. See examples of architectural articulation in Figure 5.15 and Figure 5.13.

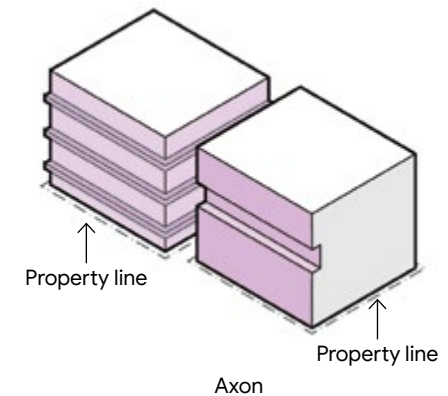
Standards

S5.7.1 Distinctive buildings. All new development shall vary facing or adjacent new development in one of the following ways:

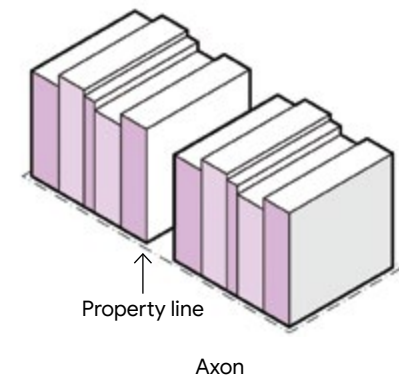
- Material or color
- Facade composition
- Facade modulation
- Roofline modulation
- Building height by a minimum of two levels

Buildings within the same block are exempt from this standard.

See Figure 5.14 for an example illustration of similar buildings within the same block.



DISTINCT ADJACENT BUILDINGS



SIMILAR BUILDINGS WITHIN THE SAME BLOCK

FIGURE 5.14: Examples of distinctive and similar buildings

S5.7.2 Preferred materials. Preferred materials are required in specified locations as stated in Sections 5.8 – 5.11. Preferred materials include:

- Wood
- Earthen materials
- Metals
- Cementitious materials
- Architectural glazing

Examples of preferred material treatments and applications include but are not limited to those shown in Table 5.2.

Window mullions cannot be included in calculation of cumulative preferred material application.

S5.7.3 Preferred material architectural articulation. A preferred material shall be applied with architectural articulation. Architectural articulation shall have a minimum depth of nine inches from the adjacent surface, material, or fenestration.

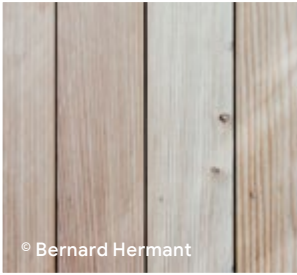


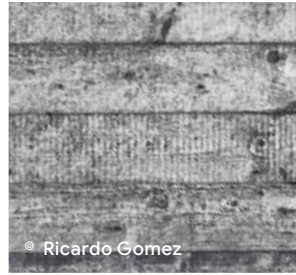

Architectural glazing is exempt and subject to S5.7.4.

S5.7.4 Architectural glazing treatment. For architectural glazing to qualify as a preferred material, applications shall modulate or change orientation at intervals less than or equal to 20 feet in width. As a preferred material, architectural glazing that utilizes semi-transparent coatings, back-painting, or etching does not require a nine inch depth.

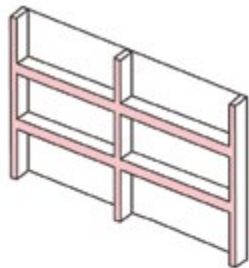
Contextual Considerations

Creative material treatment. Creative treatment of material application is encouraged throughout Downtown West. Creative treatments include but are not limited to custom cast paneling, custom ornamentation, etchings, cutouts, and tiling.

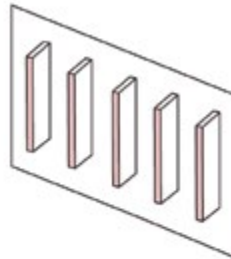
TABLE 5.2: Examples of preferred material treatment and application

PREFERRED MATERIALS					
MATERIAL CATEGORY	 © Bernard Hermant	 © Flickr / Marc Teer	 © David Baker Architects	 © Ricardo Gomez	 © Flickr / GaleolssyFR
	WOOD	EARTHEN MATERIALS	METALS	CEMENTITIOUS MATERIALS	ARCHITECTURAL GLAZING
TREATMENTS	<ul style="list-style-type: none"> • Softwood • Hardwood • Laminated • Pressure-treated 	<ul style="list-style-type: none"> • Clay (Brick) • Natural stone • Terracotta • Rammed earth 	<ul style="list-style-type: none"> • Weathered • Perforated • Powder-coated • Stainless / anti-corrosive 	<ul style="list-style-type: none"> • Polished • Sandblasted • Board-formed 	<ul style="list-style-type: none"> • Fritted* • Etched* • Back-painted* • Coated*
APPLICATIONS	<ul style="list-style-type: none"> • Wood panels • Heavy timber • Cross-laminated timber • Glued laminated timber • Wood louvers / slats 	<ul style="list-style-type: none"> • Brick masonry • Natural stone panels 	<ul style="list-style-type: none"> • Metal panels • Louvers • Metal mesh screens 	<ul style="list-style-type: none"> • Concrete masonry unit • Precast • Cast-in-place 	<ul style="list-style-type: none"> • Articulated / modulated curtain wall* • Glass unit masonry* • Channel glass* • Slump glass*

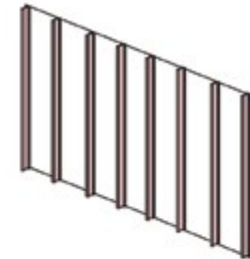
NOTE: Treatments and applications are required for qualifying architectural glazing as a preferred material



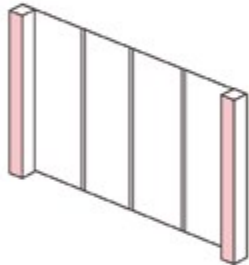
FRAME STRUCTURE



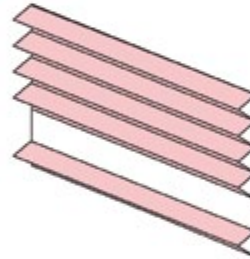
FINS / LOUVERS



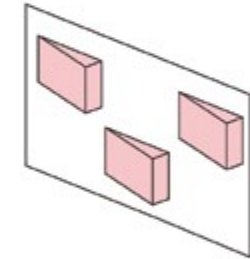
MULLION ARTICULATION



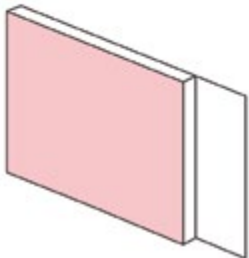
STRUCTURAL BAY



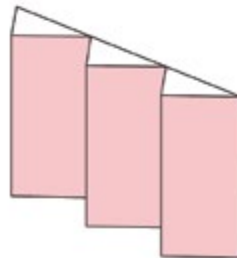
OPERABLE SHADING



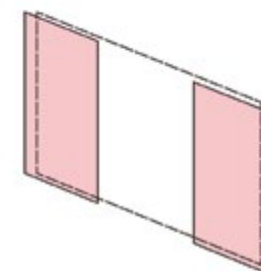
PROJECTION / RECESS



OFFSET PLANE



MODULATED PLANE



LAYERED SURFACES

FIGURE 5.15: Examples of architectural articulation

5.8 Pedestrian Level Design

The pedestrian level creates a building's identity, hosts activation, and encourages human engagement. Frequency of activation, variety of uses, and facade design influence the public realm experience. The pedestrian level is used to describe the ground floor. It prioritizes a fine-grain rhythm through various architectural elements and strategies. The standards and guidelines in this section are intended to prevent monotonous pedestrian level facades and reduce lengths of uninterrupted opaque walls.

Relevant DDG standards and guidelines that apply to Downtown West pedestrian level design include DDG Sections 5.3.1.a, 5.3.1.b, and 5.3.2 unless superseded by the DWDSG.

Terms

- **Visible light transmittance (VLT) factor.** VLT factor describes the percentage of visible light transmitted through glass. A product with a higher VLT factor transmits more visible light. VLT factors referenced in this document refer to entire glazing units, not singular pieces of glass.

Streetwall

A streetwall establishes the edge of the public realm. A higher percentage of built area within the streetwall zone promotes clear sightlines and urban edges. A lower percentage of built area within the streetwall zone gives opportunity for expanded vegetation, being best suited along Los Gatos Creek and passive landscaped areas.

The DDG applies streetwall requirements according to frontage classification as shown in DDG Section 2.2. For Downtown West, the DDG classification has been superseded per Figure 5.17. Relevant DDG standards and guidelines that apply to the Downtown West streetwall include DDG Section 4.3.3 unless superseded by the DWDSG.

Standards

- S5.8.1 Measuring streetwall.** For a portion of new development within the pedestrian level to qualify as a streetwall, it must be located within 10 feet of the property line or within three feet of a specified setback line for the entire height of the pedestrian level.

[DDG standard 4.3.3.a — superseded]

S5.8.2 Linear streetwall percentage.

Required linear streetwall percentages for new development are designated per the street frontage classifications (see Figure 5.17):

- Urban park/plaza frontage and primary addressing street — minimum 70 percent streetwall of the building length.
- Secondary addressing street — minimum of 50 percent streetwall of the building length.
- Other street (including private streets) and open space frontage — minimum of 30 percent streetwall of the building length.

Frontage along Los Gatos Creek — including replacement structures on blocks D8, D9, D10, D11, D12, D13, and new development on E1, E2, G1, and H2 — are exempt from this requirement to enhance riparian habitat within the Los Gatos Creek Riparian Corridor, see Section 5.17.

For definitions of the DDG street frontage categories see DDG Section 4.3.3.

[DDG standard 3.2.2.a and 4.3.3.b–f — superseded]

S5.8.3 Pedestrian level setbacks. Pedestrian level facade setbacks shall not exceed a depth greater than one-third of the setback height as illustrated in Figure 5.16.

Blocks F3 and D6 shall be exempt from this standard. Additionally, up to 30 percent of active use frontage shall be exempt from this standard. Frontage requiring an active use is identified in Figure 3.5 and the definition of active use is further defined in Section 3.1.

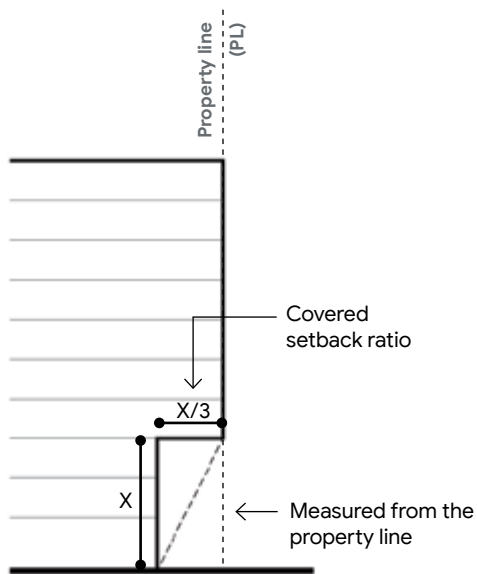


FIGURE 5.16: Section of pedestrian level setback

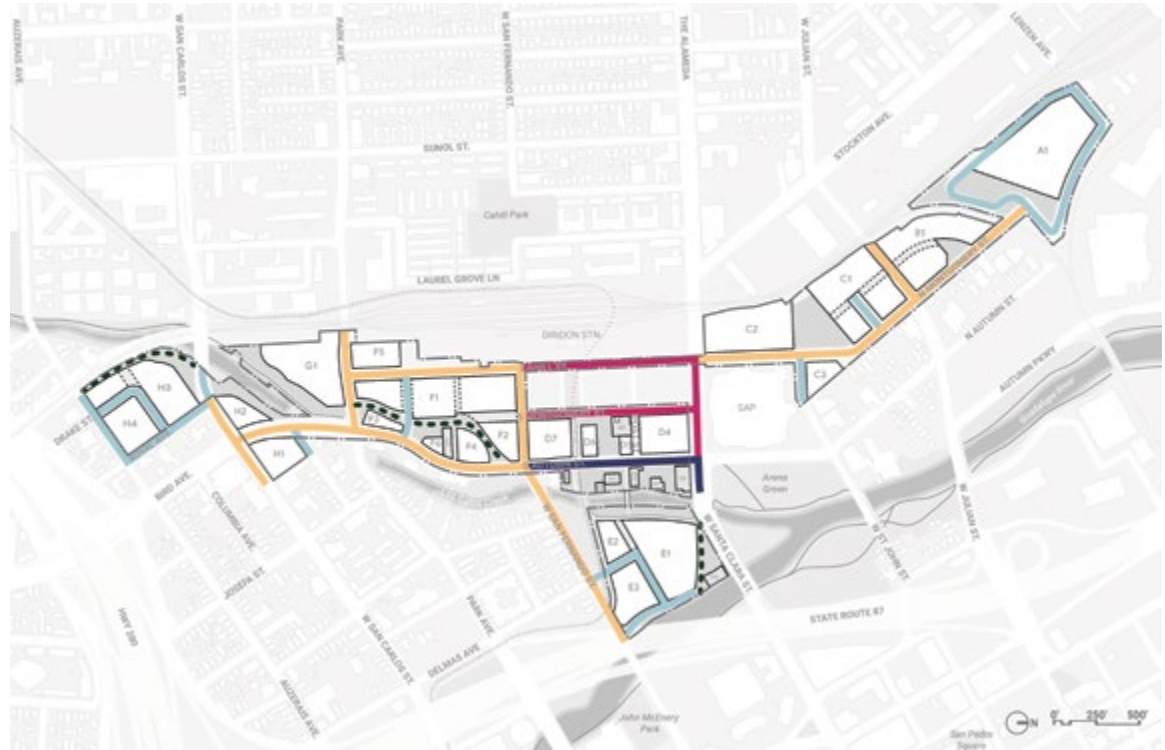


FIGURE 5.17: Street frontage classification

- Urban park / plaza frontage
- Primary addressing street
- Secondary addressing street
- Open space frontage
- Other street

NOTE: DDG Section 2.2, *Figure Pedestrian Level and Podium Level Framework Plan* — superseded

Rhythm and Scale

Standards

S5.8.4 Pedestrian level rhythm. Pedestrian level facades shall express intervals no greater than 35 feet wide. Intervals shall be expressed through one of the following strategies:

- Preferred material architectural articulation
- Ground floor double height expression within a minimum nine inch depth

S5.8.5 Mid-block passage and private street entries. Mid-block passages and private streets with a depth greater than 150 feet shall provide a minimum of one building entry.

S5.8.6 Pedestrian level facades greater than 350 feet. Treatment of the pedestrian level facades with a horizontal length greater than 350 feet shall include ground floor double height expression within 200 feet of the building corner. Double height expression shall have a minimum nine inch depth.

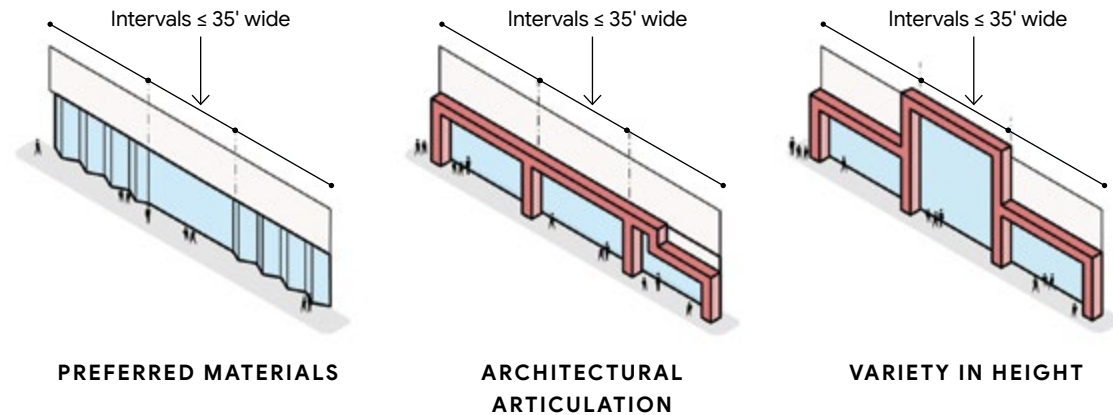


FIGURE 5.18: Pedestrian level intervals at or below 35-foot width

Guidelines

G5.8.1 Temporary facade treatment. For new development, temporary facade treatments in the form of murals, branding, graphics, or other artwork are encouraged during construction in place of ground floor facades. Temporary frontage is permitted for the duration of the construction period.

Contextual Considerations

Emphasizing corners. Buildings should consider emphasizing corners as landmarks and destinations that improve public wayfinding, particularly along city connectors and grand boulevard streets that extend to surrounding neighborhoods.



EXPRESSED BAY STRUCTURES



EXPRESSED VERTICAL MULLIONS

FIGURE 5.19: Examples of architectural articulation

Transparency

Standards

S5.8.7 Active use transparency. Active use facades between three feet and 12 feet above grade shall have a minimum of 70 percent facade area transparency.

Glazing units with VLT factor less than 60 percent shall not count toward meeting the required transparent area.

[DDG standard 5.3.1.a.h — superseded]

S5.8.8 Office use transparency. Office facades between three feet and 12 feet above grade shall have a minimum of 50 percent facade area transparency.

Glazing units with VLT factor less than 50 percent shall not count toward meeting the required transparent area.

[DDG standard 5.3.1.a.h — superseded]



FIGURE 5.20: Examples of active use transparency

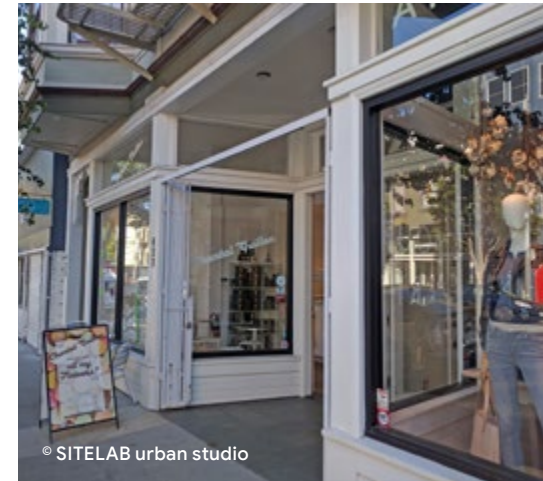


FIGURE 5.21: Examples of office use transparency



5.9 Podium Level Design

The following podium level standards apply to all levels above the pedestrian level up to 70 feet in height from grade. Additionally, location-specific standards and guidelines in Sections 5.15 – 5.17 apply to the podium of new development based on adjacency to historic resources, existing residential neighborhoods, open spaces, and Los Gatos Creek.

Relevant DDG standards and guidelines that apply to Downtown West podium level design include DDG Sections 4.2.1, 4.3.1, 4.4.1, 4.4.2.a, 4.4.2.b, 4.4.3, 4.4.4, and 4.4.5, unless superseded by the DWDSG.

Terms

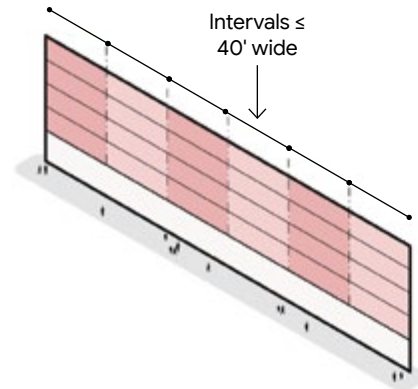
- **Expressed climate responsive facade systems.** Expressed climate responsive facade systems create variety and interest in a building while introducing performance qualities. There are various ways to implement expressed climate responsive facade systems. Examples include but are not limited to perforated screens, operable facade elements, louvers, or shading devices that respond to solar and/or wind orientation while adding texture to the facade. Integrated systems within or behind fenestration do not qualify as expressed climate responsive facade within this document. See examples of climate responsive systems in Figure 5.23.
- **Volumetric articulation.** Volumetric articulation creates depth through the manipulation of massing to break down the scale of a building. Volumetric articulation includes but is not limited to recesses, projections, bays, and staggering of horizontal articulation. See examples of volumetric articulation in Figure 5.24.
- **Occupiable projections.** Occupiable projections are built areas that extend beyond the property line of new development. Projections are built area over the public realm. Projections include but are not limited to balconies and bay windows. Built areas, balconies, and bay windows within the property line are not subject to standards for occupiable projections that extend outside the property line. Occupiable projections are not permitted within the pedestrian level.

Standards

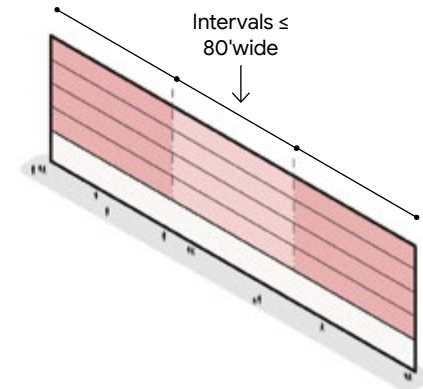
S5.9.1 Podium level modulation. New development shall express podium level modulation through volumetric articulation or expressed climate responsive facade systems with a minimum depth of nine inches. Podium modulation shall be applied by vertical intervals of the following widths:

- Active use frontage, as identified in Figure 3.5, shall not exceed 40-foot wide intervals.
- Facades not identified as active use shall not exceed 80-foot wide intervals.

See Figure 5.22 for an example of 40-foot wide and 80-foot wide intervals.



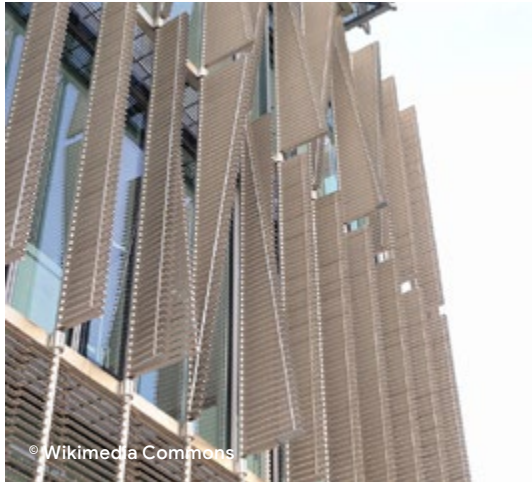
ACTIVE USE FRONTAGE 40-FOOT WIDE INTERVALS



NON-ACTIVE USE FRONTAGE 80-FOOT WIDE INTERVALS

FIGURE 5.22: Examples of podium level modulation vertical intervals

NOTE: For pedestrian level interval width, see S5.8.4



OPERABLE SCREEN SYSTEM

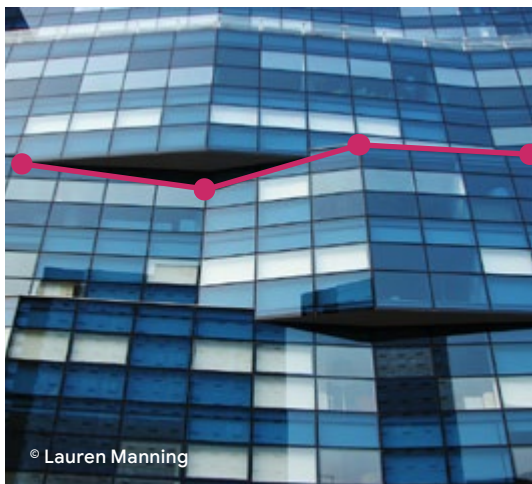


SHADING SYSTEM



OPERABLE SCREEN SYSTEM

FIGURE 5.23: Examples of expressed climate responsive facade systems



FACETED FACADE



HORIZONTAL STAGGER



VERTICAL NOTCHES

FIGURE 5.24: Examples of volumetric articulation

S5.9.2 Non-office use podium occupiable projections. Podium occupiable projections — including balconies and bay windows — of residential, hotel, and limited-term corporate accommodation shall be permitted to project built areas up to six horizontal feet beyond the property line above public and private streets, City-dedicated parks, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 150 square feet with a minimum horizontal spacing no less than 50 percent of the widest adjacent projection. Individual projections and spacing shall be measured by level, see Figure 5.25.

Occupiable projections beyond the property line are not permitted within the 100-foot setback from the Los Gatos Creek Riparian Corridor Edge as shown in Figure 5.9.

Occupiable projections with the specifications stated above may extend into the skyline level as stated in S5.10.2.

S5.9.3 Podium level preferred materials. Facades classified as active use frontage, identified in Figure 3.5, shall apply preferred materials to a minimum of 20 percent of the podium level facade area. See S5.7.2 for preferred material qualifications.

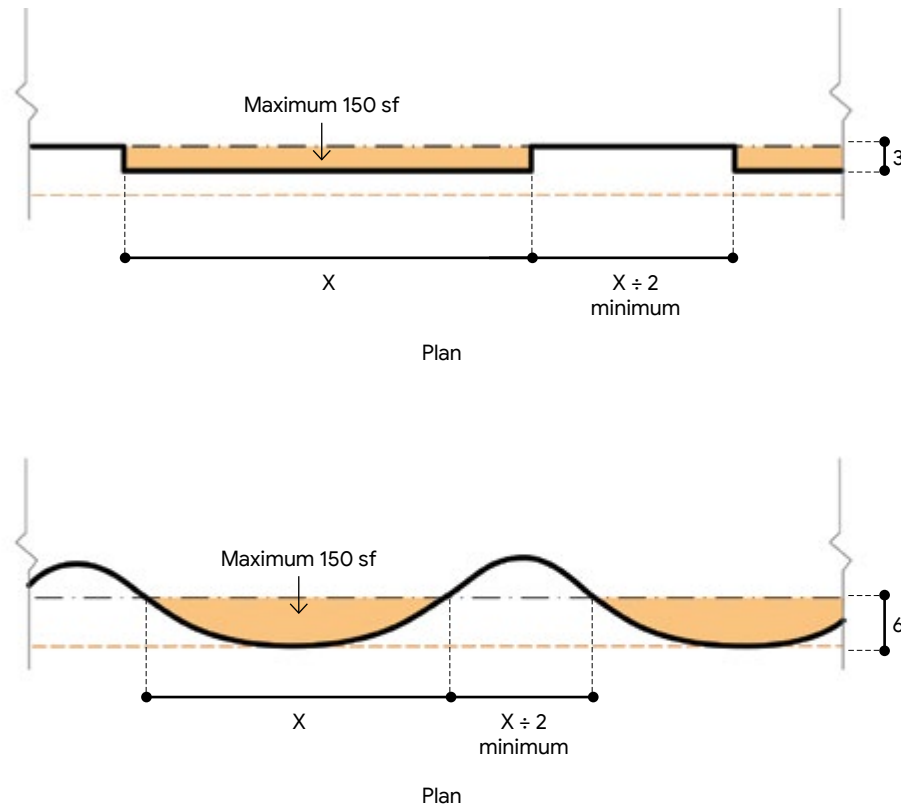


FIGURE 5.25: Non-office use occupiable projections

- Building profile
- Built area of occupiable projection
- Property line
- - Six feet from property line

S5.9.4 Change in plane for facades greater than 350 feet. Podium level facades with a horizontal length greater than 350 feet shall vary the facade through a change in plane with a minimum average of nine inches in depth for 25 percent of the facade area or an average of four feet in depth for 12 percent of the facade area.

S5.9.5 Residential and office podium level separation. The podium level of residential buildings shall stepback to maintain a minimum of 60 feet separation from the podium level of facing office buildings. Residential parking shall be exempt from this standard.

Contextual Considerations

Relating to industry. Buildings near rail should consider large-scale massing moves inspired by industrial forms such as warehouses. Facades are encouraged to have raw, unfinished, matte, and weathered materials employed in manufacturing and production. Materials that naturally patina over time are encouraged.

Architectural expressions of ecology. Facades in the Southend are encouraged to have soft edges that express natural systems. Facades should incorporate wood, vegetation, bird-safe measures, and other materials that enhance the connection to nature.

Relating to varied context. Facades in the Core are encouraged to incorporate materials that relate to the adjacencies of SAP Center, Los Gatos Creek, the Guadalupe River, and Downtown. Materials and textures such as interactive facades with bird-safe measures, concrete, masonry, and vegetation are encouraged.

5.10 Skyline Level Design

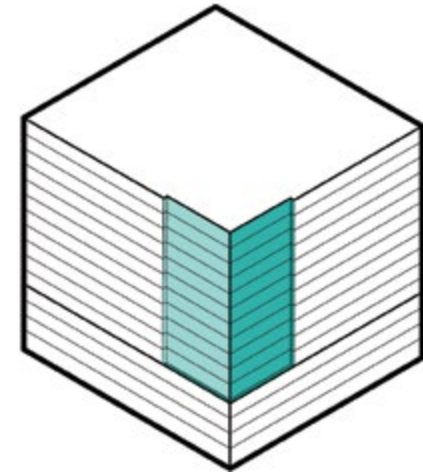
The following standards address massing and architectural design of skyline level facades. Additionally, location-specific standards and guidelines apply based on adjacency to historic resources, existing residential, open spaces, and riparian corridors.

Relevant DDG standards and guidelines that apply to Downtown West skyline level design include DDG Sections 4.2.1, 4.3.2, 4.4.1, 4.4.2.a, 4.4.2.b, 4.4.3, 4.4.4, and 4.4.5 unless superseded by the DWDSG.

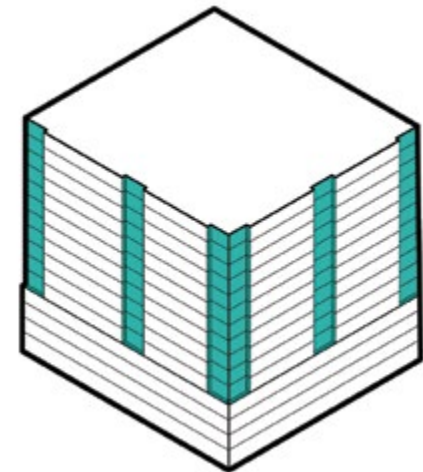
Standards

S5.10.1 Skyline level change in plane. Skyline level facades greater than 200 feet in horizontal length shall vary the facade through a change in plane with an average of four feet in depth within 33 percent of the skyline level facade area. See Figure 5.26 for examples of change in plane.

[DDG standard 4.3.2.c — superseded]



SINGLE VERTICAL CHANGE IN PLANE



MULTIPLE VERTICAL CHANGE IN PLANES

FIGURE 5.26: Examples of skyline level average four-foot change in plane

S5.10.2 Non-office use skyline level occupiable projections. Skyline level occupiable projections — including balconies and bay windows — of residential, hotel, and limited-term corporate accommodation shall be permitted to project built area up to six horizontal feet beyond the property line above public and private streets, City-dedicated parks, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 150 square feet with a minimum horizontal spacing no less than 50 percent of the widest adjacent projection. Individual projections and spacing shall be measured by level. See Figure 5.25 for examples.

Occupiable projections beyond the property line are not permitted within the 100-foot setback from the Los Gatos Creek Riparian Corridor Edge as shown in Figure 5.9.

S5.10.3 Office use skyline level occupiable projections. Occupiable projections in the skyline level of office uses shall be permitted to project built areas up to six horizontal feet beyond the property line above private streets, privately-owned public parks, and semi-public open space. Any individual occupiable projection shall not exceed 10 percent of the facade length. The facade area of aggregated occupiable projections shall not exceed 25 percent of the

overall skyline level facade area. Occupiable projections beyond the property line are prohibited within the 100-foot setback from the riparian corridor edge as shown in Figure 5.9.

Occupiable projections on the south facade of block A1 and the north facade of block C2 are exempt from the dimensional requirements above and shall be permitted within the skyline level anywhere above semi-public open space.

S5.10.4 Skyline level separation between the same use. Adjacent new development shall maintain a minimum 60-foot separation between any portion of skyline level facades.

Adjacent new development within the same block shall be exempt from this standard.

Residential buildings below 90 feet in height shall be exempt from this standard.

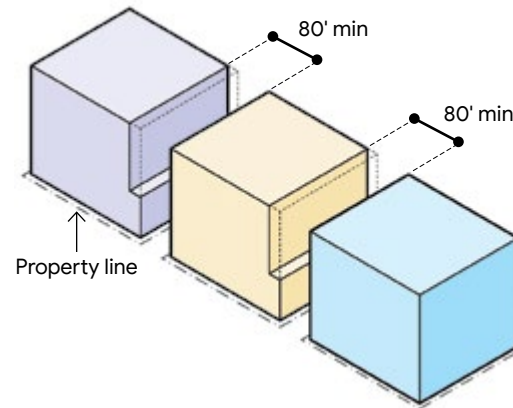
[DDG standard 4.3.2.b — superseded]

S5.10.5 Skyline level separation between different uses. Adjacent new development with different use shall maintain a minimum skyline level facade separation of 80 feet. To accommodate building separation requirements, hotel buildings shall stepback from residential buildings and residential buildings shall stepback from office buildings; see Figure 5.27 for an illustration.

The following conditions shall maintain a minimum 60-foot facade separation between different uses:

- A facade is less than 100 feet wide with less than 50 percent fenestration
- A facade is oriented a minimum of ten degrees away from the adjacent facade
- Residential facades that do not exceed 90 feet from grade

[DDG standard 4.3.2.b — superseded]



SKYLINE LEVEL STEPBACK BY USE

FIGURE 5.27: Example of skyline level facade separation between different uses

- Hotel
- Residential
- Office

5.11 Skyline Level Long Facades

The Downtown West framework plan supports a variety of building scales. Buildings with long facades juxtapose residential towers and small-scale development to create a diversity of urban form.

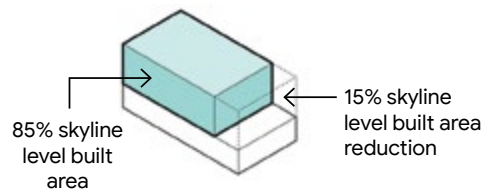
There are three main skyline level massing and architecture requirements for facades greater than 350 feet in Downtown West: built area reduction, determining credit requirements, and applying credits. The credit-based approach ensures a number of massing and architecture strategies calibrated to the scale of a long facade while providing flexibility in execution of design solutions. The requirements for each facade relate to length and location (primary or

secondary). Primary long facades front streets, open space, rail, or highways. Secondary long facades directly front new development within the Project.

Relevant DDG standards and guidelines that apply to Downtown West long facades include DDG Section 4.3.2 unless superseded by the DWDSG. Standards in this section do not apply to facades less than 350 feet in length.

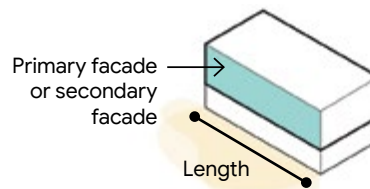
For further clarification and examples for how to measure building length, built area reduction, and credits, see *Appendix B: Long Facade Reference*.

SKYLINE LEVEL LONG FACADE PROCESS



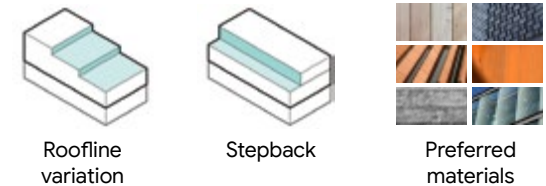
BUILT AREA REDUCTION

Buildings with long facades are limited to 85 percent built area of the skyline level, see Figure 5.28. Limiting the skyline level built area encourages shaping of the building form in ways that align to its current and future context.



DETERMINING CREDIT REQUIREMENTS

To ensure shaping that is calibrated to large-scale buildings, each credit has dimensional requirements. The number of credits required is correlated to a building's location classification (see Figure 5.30) and length.



APPLYING CREDITS

The credit-based system evaluates three massing and architecture strategies: roofline variation, stepback, and preferred materials. These massing and architecture strategies are measured in elevation (qualifying area). Credits, or qualifying area, are to be applied in advance of, and thus included in, the built area reduction calculation.

Built Area Reduction

Long facade buildings are required to reduce the built area within the skyline level. The maximum skyline level built area is established by extruding the block to the height permitted per Figure 5.11.

Per S5.10.2, new development may include projected built areas beyond the property line above private streets, privately-owned open space, semi-public open space and mid-block passages. Projections outside of the property line contribute to a building's built area in the skyline level.

Within blocks B1 and F1, built areas may extend above a mid-block passage or private street to enable well-functioning office buildings.

For further clarification on how to calculate built area reduction with examples, see Section B.1.

Standards

S5.11.1 Built area above mid-block passages or private streets. Within blocks B1 and F1, built area may extend over mid-block passages or private streets if the project sponsor elects not to comply with DDG Section 4.4.8. Built area is not permitted within the first 40 feet above grade over mid-block passages or private streets. The facade lengths within blocks B1 and F1 shall include the width of mid-block passages and private streets. Compliance with DDG Section 4.4.8 shall be at the sole election of the project sponsor.

S5.11.2 Skyline level built area. New development with a facade that exceeds 350 feet in length shall not exceed 85 percent of the maximum skyline level built area (15 percent built area reduction). The percent of built area is calculated as a sum of the square footage of each skyline level floorplate (including interior atria area and internal courtyard area) divided by the total skyline level built area — measured as the block square footage multiplied by the number of levels in the skyline level excluding roof structures.

For additional requirements of built area reduction along Los Gatos Creek, see Section 5.17.

[DDG standard 4.3.2.a — superseded]

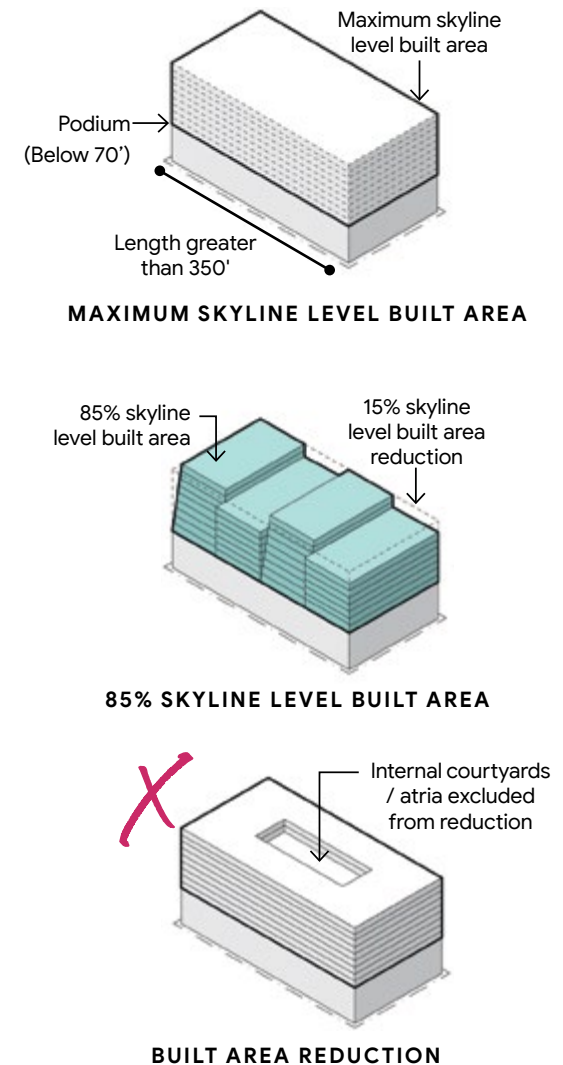





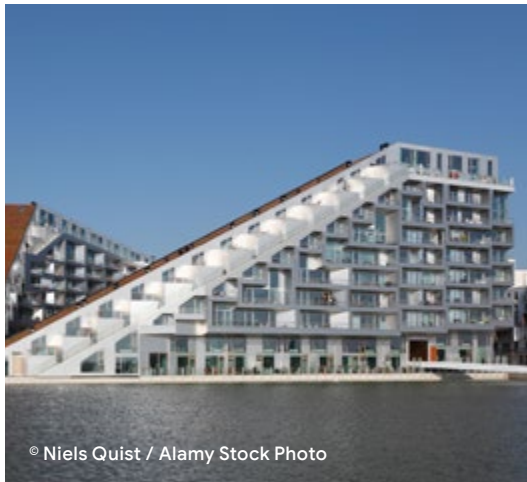
FIGURE 5.28: Measuring built area percentage

NOTE:  Denotes a non-compliant condition

-  Skyline level built area
-  85% skyline level built area

Massing Strategies and Material Application

In addition to a maximum of 85 percent skyline level built area, long facades are reviewed on a credit-based system. These credits are achieved by implementing roofline variation, stepbacks, and preferred materials. These strategies are dimensionally calibrated for a positive visual and experiential impact on the public realm.



ROOFLINE VARIATION

Roofline variation strategies are large-scale massing interventions that shape the silhouette of new development. Roofline variation can establish hierarchy in the skyline level, increase solar or wind performance, and frame views.



STEPBACK

Stepback strategies add rhythm by subdividing and modulating the building facade. Open space and riparian corridors also benefit from stepbacks that reduce shadow and wind impacts at the ground level. Additionally, stepbacks can create opportunities for outdoor programming, greening, and biophilic systems.



PREFERRED MATERIALS

Preferred material applications provide texture and relate to the materials found in the Project today. The breadth of preferred material treatments and applications encourages a diversity of design solutions that are rooted in Downtown West.

FIGURE 5.29: Examples of massing and architecture strategies for long facades

Long Facade Credits

Downtown West buildings with long facades shall apply a minimum number of credits based on length and classification as a primary long facade or secondary long facade, as shown in Figure 5.30. For further clarification on how to measure the length of a facade with examples, see Section B.2.

Credit requirements are described in S5.11.5, S5.11.6, and S5.11.7. For further clarification on how to measure credits with examples, see Section B.3.

Standards

S5.11.3 Long facades 350 to 550 feet in length. Facades that are 350 to 550 feet in length shall achieve a minimum number of credits as listed below (See Table 5.3):

- Primary long facades shall achieve three credits
- Secondary long facades shall achieve two credits

S5.11.4 Long facades greater than 550 feet in length. Facades that are greater than 550 feet in length shall achieve a minimum number of credits as listed below (See Table 5.3):

- Primary long facades shall achieve four credits
- Secondary long facades shall achieve three credits



FIGURE 5.30: Primary long facade and secondary long facade locations

- Primary long facades
- Secondary long facades

TABLE 5.3: Credit requirements

	350 TO 550 FEET FACADE LENGTH	OVER 550 FEET FACADE LENGTH
Primary long facade	3	4
Secondary long facade	2	3

Roofline Variation Credit

S5.11.5 Roofline variation credits. One roofline variation credit shall be achieved for cumulative qualifying area that exceeds eight percent of the skyline level facade area and achieves the minimum dimensions outlined in Table 5.4. An additional credit shall be achieved for every additional eight percent of the skyline level facade area that is calculated as qualifying roofline variation facade area.

TABLE 5.4: Dimension requirements for roofline variation qualifying area

REQUIREMENTS	ROOFLINE VARIATION
Minimum height and depth	10° slope or 2 levels height and 200' depth or full building depth (whichever is less)
Calculation of qualifying area	$\frac{\text{Area of strategy}}{\text{Total facade area}}$
Credits	1 credit per 8% qualifying area Example: 8-15% = 1 credit 16-23% = 2 credits

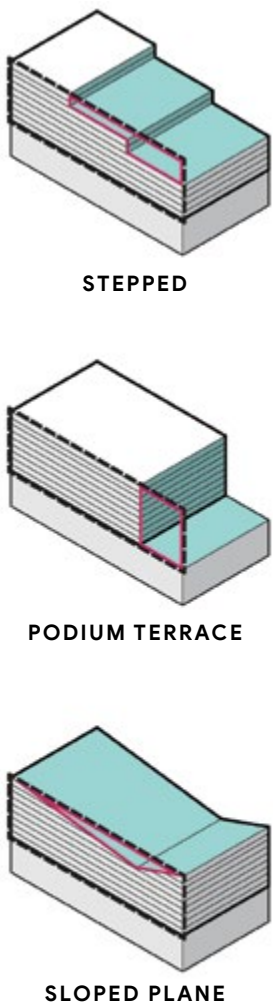
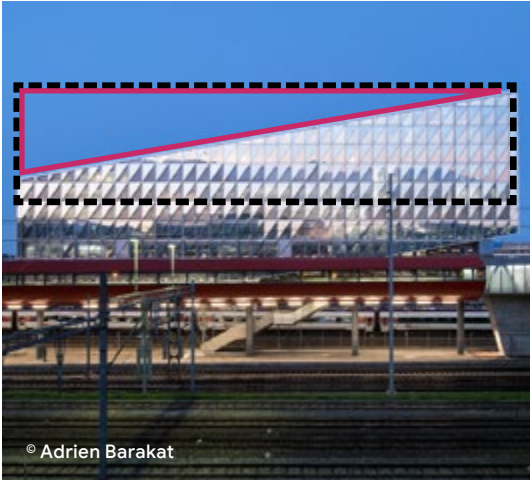
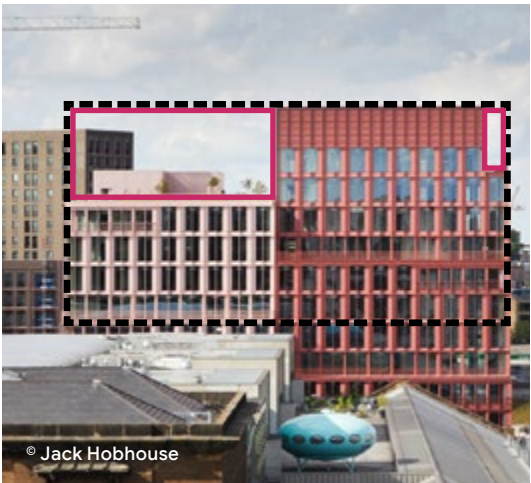


FIGURE 5.31: Examples of qualifying roofline variations

- Roofline variation strategy
- Area of strategy
- Total facade area



SLOPED ROOFLINE



STEPPED ROOFLINE

FIGURE 5.32: Examples of roofline variations

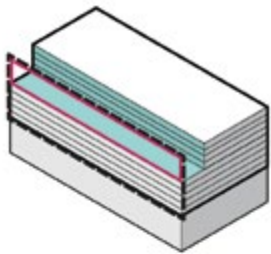
NOTE: Diagrams and imagery for illustrative purposes and does not reflect minimum requirements.

Stepback Credit

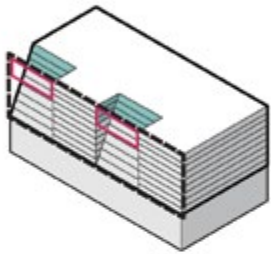
S5.11.6 Stepback credits. One stepback credit shall be achieved for cumulative qualifying area that exceeds 12 percent of the built facade area in the skyline level and achieves the minimum dimensions outlined in Table 5.5. An additional credit shall be achieved for every additional 12 percent of the built facade area in the skyline level that is calculated as qualifying stepback facade area.

TABLE 5.5: Dimension requirements for stepback qualifying area

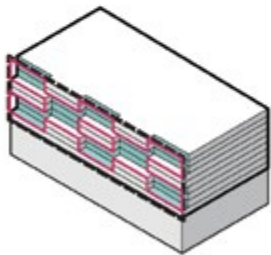
REQUIREMENTS	DIMENSIONS
Minimum height, depth, and width	2 levels height, 20' depth, and 25' width
Calculation of qualifying area	$\frac{\text{Area of strategy}}{\text{Built facade area}}$
Credits	1 credit per 12% qualifying area Example: 12-23% = 1 credit 24-35% = 2 credits



HORIZONTAL SHIFT



VERTICAL SHIFT



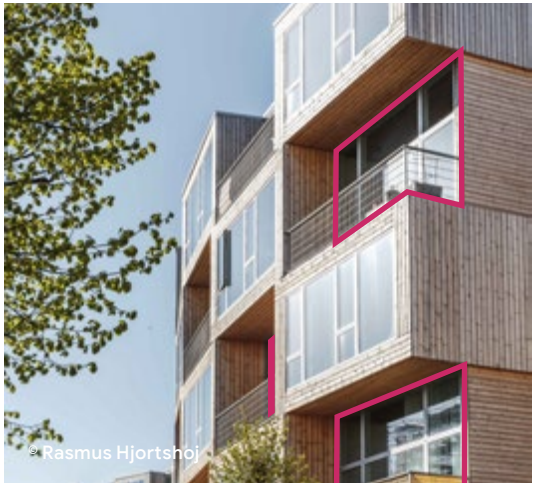
PROJECTION AND RECESSES

FIGURE 5.33: Examples of qualifying stepbacks

- Stepback strategy
- Built facade area
- Area of strategy



HORIZONTAL SHIFT AND RECESSES



PROJECTION AND RECESSES

FIGURE 5.34: Examples of stepbacks

NOTE: Diagrams and imagery for illustrative purposes and does not reflect minimum requirements.

Preferred Materials Credit

S5.11.7 Preferred materials credit. One preferred material credit shall be achieved for cumulative qualifying area that exceeds 25 percent of the built facade area within 20 feet of the property line in the skyline level. To qualify, a preferred material shall cover no less than 10 percent of the built facade area and shall comply with standards S5.7.2, S5.7.3, and S5.7.4.

TABLE 5.6: Dimension requirements of preferred material qualifying area

REQUIREMENTS	PREFERRED MATERIAL
Minimum depth	See Section 5.7
Calculation of qualifying area	$\frac{\text{Area of preferred material(s)}}{\text{Built facade area up to 20' depth}}$
Credits	1 credit for 25% qualifying area (Minimum 10% per material) Maximum 1 credit permitted



MODULATED GLASS



WOOD AND METAL PROJECTED BAY



MODULATED BRICK PLANE



METAL FRAME STRUCTURE

FIGURE 5.35: Examples of preferred materials

NOTE: Diagrams and imagery for illustrative purposes and does not reflect minimum requirements.

5.12 Residential Design

Residential buildings in the Project offer housing within a wide spectrum of development typologies and unit types to a range of households of difference sizes and ages.

Relevant DDG standards and guidelines that apply to Downtown West residential buildings include DDG Sections 3.5.1, 4.4.2.c, 5.3.3, and 5.5.1 unless superseded by the DWDSG.

Standards

S5.12.1 Ground floor unit width. The average width of residential ground floor units with external entries shall not exceed 30 feet.

[DDG standard 5.3.3.a — superseded]

S5.12.2 Direct at-grade unit access. To enable ADA-accessibility, direct at-grade residential units access flush with adjacent sidewalk or open space grade shall be permitted, as shown in Figure 5.36.

[DDG standard 5.5.1.d — superseded]

S5.12.3 Elevated ground floor units. Elevated ground floor units and stoops shall not exceed five feet in height above grade, as shown in Figure 5.37.

[DDG standard 5.3.3.b — superseded]

S5.12.4 Lobby placement. Residential lobbies shall be permitted in all locations in lieu of active uses along streets, mid-block passages, and open spaces, so long as the overall active frontage minimum requirements are met as outlined in Section 3.3.

[DDG standard 3.5.1.d — superseded]

S5.12.5 Building access. Building access between the main pedestrian building entry and passenger drop-off shall not intersect with the access route between delivery loading / unloading areas and primary service entrances.

[DDG standard 3.5.1.a — superseded]

S5.12.6 Ground floor units with stoops. Stoops or transitional spaces associated with ground floor units—including porches, seating, and gardens—between the public realm and entries to residential units shall be a minimum of four feet in width and five feet in depth.

[DDG guideline 5.3.3.d — superseded]

S5.12.7 Storage facilities. Every residential building shall provide a dedicated storage facility for various mobility devices, including but not limited to car seats, shopping trolleys, and other items that encourage residents to walk and use car share.

Guidelines

G5.12.1 Bicycle building access. Bicycle building access should avoid intersecting with both passenger drop-off and delivery locations. To provide additional safe options for bicyclists, bicycle building access is permitted from private outdoor common areas or other private areas within the building.

[DDG standard 3.5.1.a — superseded]

G5.12.2 Residential balcony design. The proportion, location, and design of residential balconies should respond to building orientation in order to optimize building performance and avoid monolithic facades, as shown in Figure 5.38.

[DDG guideline 4.4.1.h, guideline 4.4.2.c.a — superseded]

Contextual Considerations

Stoops and porches. Stoops and porches are encouraged to expand where space allows to activate adjacent streets and open spaces, particularly in the Southend.

Balconies. The design of balconies should incorporate elements such as planters and greenery.

Lakehouse Historic District. Residential buildings on blocks E2 and E3 should consider contemporary applications of architectural details reflective of the Victorian-era homes of the Lakehouse Historic District.

Environmental comfort. The design and orientation of residential buildings should prioritize occupant comfort, including but not limited to access to daylight, winter solar gain, and minimization of heat impacts in summer.

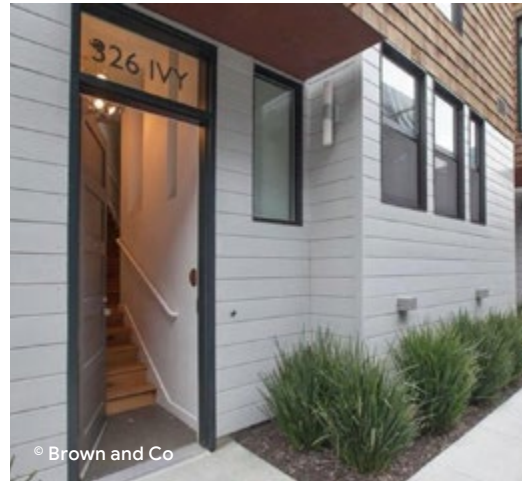


FIGURE 5.36: Examples of residential at-grade unit access



FIGURE 5.38: Examples of residential balcony design

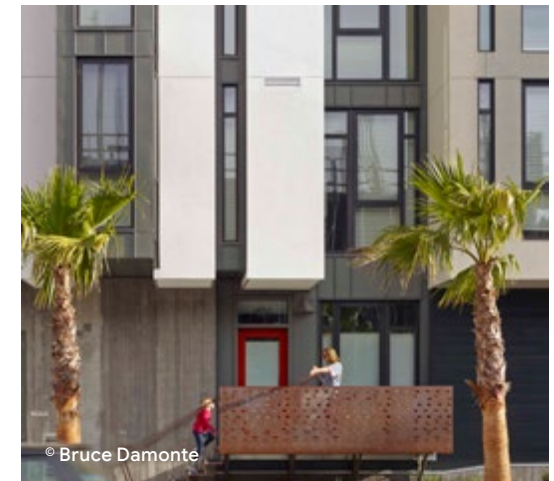


FIGURE 5.37: Example of residential elevated ground floor units



5.13 Sustainability Strategies

Buildings in Downtown West consider energy efficiency and environmental comfort through various design strategies. In addition, new development considers technologies that optimize building construction and performance. For more information on the Downtown West approach to environmental sustainability and resilience, see the *Chapter 8: Sustainability*.

Relevant DDG standards and guidelines that apply to Downtown West sustainability strategies include DDG Sections 4.3.5, 4.4.2.b, and 4.4.7.b unless superseded by the DWDSG.

Standards

S5.13.1 Office use renewable energy. All new office buildings shall cover a minimum of 25 percent of the total usable roof area with photovoltaic panels or green roofs. Usable roof area shall be considered horizontal roof area not occupied by mechanical, electrical, or plumbing equipment, and not needed for maintenance and emergency access. Vertical BIPV (building integrated photovoltaics) panels would apply to achieving this requirement.

[DDG standard 4.4.7.b.a — superseded]

S5.13.2 Residential use renewable energy. Residential use shall cover a minimum of 20 percent of the area of a roof that is less than 150 feet above grade and is larger than 2,500 square feet in area with photovoltaic panels, green roofs, or a combination of these.

Active use, hotel, and limited-term corporate accommodation standalone structures are exempt from this standard.

[DDG standard 4.4.7.b.a — superseded]

S5.13.3 High reflectivity roof materials. Buildings shall include roof materials with high albedo (reflectivity) minimum of 0.65 to ensure the least possible heat retention.

S5.13.4 Water reuse. Dual-plumbed buildings shall be designed to utilize recycled water to meet non-potable water demands such as toilet-flushing, irrigation, and cooling.

Guidelines

G5.13.1 Concave facades. Buildings should minimize or avoid reflective materials on concave facades so as to avoid solar reflection concentrated on the public realm or rail corridor.

G5.13.2 Glare reduction. Buildings along the rail corridor should include a minimum of one glare reduction strategy along facades that may redirect light toward train operators. Glare reduction strategies include but are not limited to:

- Reduction of highly reflective surfaces
- Architecture articulation to break up spans of reflections
- Use of diffusing rather than reflective materials
- Minimizing skyline level facade orientation from 200 to 240 degrees from true north

G5.13.3 Ground level wind comfort. Facades greater than 350 feet in length oriented within 30 degrees of the prevailing wind direction (319 degrees clockwise from true north) should incorporate one of the following strategies to increase pedestrian comfort at ground level by reducing the speed of prevailing winds:

- Increasing distance between two building facades
- Stepback of massing to reduce downdraft wind acceleration
- Minimizing continuous facades directly facing the prevailing wind direction
- Staggering of building facades
- Incorporating horizontal projections or canopies

[DDG guideline 4.3.5.b-c — superseded]

G5.13.4 Reducing the urban heat island effect. To reduce urban heat island effect, high-albedo materials and finishes are encouraged, particularly on outdoor hardscape spaces and roofs. Additional ways to reduce the urban heat island effect include but are not limited to providing vegetative and/or built canopies in outdoor areas.

G5.13.5 Food waste. If an automated waste collection system (AWCS) is included in the Project, appropriate handling of food waste should be incorporated into each building's interior infrastructure to efficiently deliver food waste to the centralized system.

Contextual Considerations

Building stormwater management. Buildings should treat runoff through various strategies — green roofs, at-grade planters, and rainwater harvesting.

Indoor/outdoor design. Due to San José's optimal microclimate, building design should allow for indoor/outdoor design, including operable openings and occupiable terraces. To maintain these functions throughout the year, buildings should consider creative solutions for maximizing shade in summer months and solar exposure in winter months, as well as for wind comfort and temperature control.

Biophilic design. The incorporation of natural materials and vegetation into building design is encouraged to support the physical and psychological wellbeing of building occupants while expanding the natural environment throughout the Project.

5.14 District Systems, Infrastructure, Logistics, and Parking

District Systems and Infrastructure

District systems reduce the Project's on-site greenhouse gas emissions (GHG) and resource use. District systems consolidate and centralize the Project's infrastructure, including heating and cooling, electricity generation and distribution, and on-site wastewater treatment and recycled water distribution. District systems build on the synergy of these integrated systems, improving the overall efficiency of the various building types and resource systems.

The Project may have traditional building systems that serve individual buildings and assets due to phasing or other constraints. To enable the phased build-out, temporary facilities may also be required for a transitional period.

Up to two central utility plants will be included in the infrastructure zones within the Project as shown in Figure 3.3. The system may be self-contained in standalone buildings or incorporated within the new development. The central utility plants allow for consolidating services, centrally addressing resource demands, reducing the burden on existing municipal systems, and increasing the Project's resiliency.

While not required as an active frontage, central utility plant facilities create the opportunity to showcase the systems as educational tools for the community. Examples in Figure 5.39 demonstrate that infrastructure systems can be a positive addition, complement adjacent uses, and enhance the overall street experience through inviting and engaging transparent design.

Relevant DDG standards and guidelines that apply to Downtown West district systems and infrastructure include DDG Section 5.3.1.c unless superseded by the DWDSG.

Standards

- S5.14.1 Standalone central utility plant ground floor.** A standalone central utility plant ground floor frontage facing streets or open space shall have a minimum of 20 percent glazing or exterior educational signage between three and 12 feet above grade. Glazing shall have a minimum of 50 percent VLT factor.
- S5.14.2 Standalone central utility plant facade treatment.** All standalone central utility plant facades facing streets or open space shall implement a minimum of one of the following applications for a combined facade area of no less than 50 percent:
- Preferred material application (per Section 5.7)
 - Glazing with a minimum of 50 percent VLT factor

Guidelines

- G5.14.1 Standalone central utility plant.** A standalone central utility plant should consider creating an architectural statement through materials and/or form.



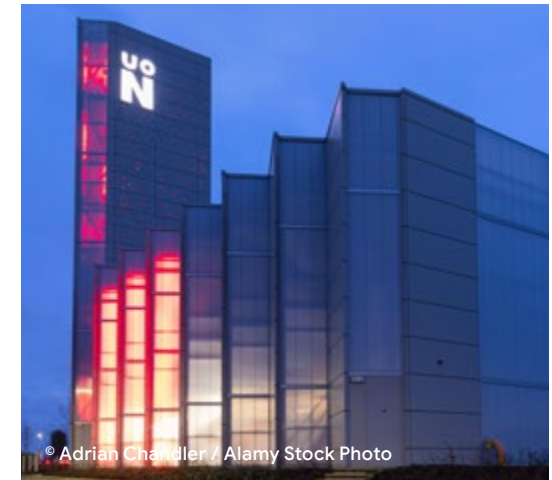
THE OHIO STATE UNIVERSITY CHILLED WATER PLANT



UNIVERSITY OF CHICAGO CHILLER PLANT



UNIVERSITY OF PENNSYLVANIA CHILLER PLANT



UNIVERSITY OF NORTHAMPTON'S ENERGY CENTRE

FIGURE 5.39: Examples of district systems and infrastructure massing and architectural design

Logistics, Loading, and Parking

Both Project-wide and individual loading facilities allow seamless internal building function. Loading facilities require careful integration and design of the massing to avoid pedestrian safety conflicts and blank facades. Parking facilities, either located above or below grade, require vehicular access from adjacent streets. Standards for loading and parking facilities aim to reduce blank facades along non-active frontage. See Section 6.16 and 6.17 for more information on parking and loading.

Relevant DDG standards and guidelines that apply to Downtown West logistics, loading, and parking include DDG Sections 4.4.6, 5.3.1.c, and 5.5.2.

Standards

- S5.14.3 Exposed above grade ramps.** Exposed above grade ramps shall screen a minimum of 50 percent of the total exposed area with applications of preferred materials (see Section 5.7), vegetation, and/or art.
- Exposed above grade vehicle ramps are not permitted fronting open space or riparian corridors.
- S5.14.4 Parking and loading access.** Parking and loading doors shall be secure and motorized.
- S5.14.5 Automatic waste collection systems (AWCS).** If the Project includes AWCS, it shall comply with San José loading access standards.

Guidelines

- G5.14.2 Garage entries and loading.** Garage entries and loading access should be screened and should be designed as an integrated component of the building's overall design including materials and rhythm, as shown in Figure 5.40.



FACTORY BUILDING ON VITRA CAMPUS, WEIL AM RHEIN



TRUCK MAINTENANCE CENTRE, LA GOUESNIERE

FIGURE 5.40: Examples of garage entries and loading

Location-Specific Building Design

5.15 Historic Resources

The Project's CEQA analysis identified Nation historic resources within the Project area (Project resources) and within a 200-foot radius of the site (adjacent resources).

Terms

- **Historic resource.** Historic resource is used in reference to all Project resources and adjacent resources deemed of historic significance — including the categories of significance further defined on this page.
- **Project resource.** Project resources are select historic resources within the Project that will be rehabilitated.
- **Adjacent resource.** Adjacent resources are historic resources or districts outside of the Project and within a 200-foot radius surrounding it.
- **Architectural height reference.** An architectural height reference is a requirement of new development to create a visible shadow line that reflects the scale of an adjacent, existing low-scale structure. The width and height of the existing structure defines where the architectural feature occur on the new development facade.

The City of San José HRI identifies historic resources recognized at varying levels of significance, including properties listed on or eligible for listing in the National Register, the California Register, and at the local level. The City of San José defines the categories of local designation on the HRI as follows:

- **National and California Register.** The National Register is the Nation's master inventory of known historic resources and includes listings of buildings, structures, sites, objects and districts that possess historic, architectural, engineering, archaeological or cultural significance at the national, state or local level. To be considered eligible for listing resources must meet any or all of the required criteria and properties must also possess integrity. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **City Landmark.** An individual historic site or structure locally designated by the City Council of San José as a City Landmark under Municipal Code Section 13.48. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **City Landmark District.** A historic district locally designated by the City Council of San José as a City Landmark District under Municipal Code Section 13.48. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **Contributing Site/Structure.** A site or structure that contributes to a theme, a geographical area, a property type, or to the historic fabric of the community and in some cases to a certain neighborhood. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **Structure of Merit.** An important historic property or feature of lesser significance, and that does not qualify as a City Landmark

or for the California or National Registers, but attempts should be made for preservation to the extent feasible under the 2040 General Plan goals and policies. The Project treats eligible and listed resources as identified by CEQA analysis consistently.

- **Identified Site/Structure.** A potential historic property that could qualify under one or more of the classifications above pending further evaluation and survey work. The Project treats eligible and listed resources as identified by CEQA analysis consistently.
- **Non-Contributing Site/Structure.** A site or structure within a designated or eligible historic area that does not qualify as a Contributing Site/Structure.

Project resources present a range of significance including national, state and local.

The Project rehabilitates selected Project resources to maintain elements of the site's industrial architectural character and to create a contrast in scale with new development.

Standards and guidelines specify massing and architecture strategies for new development that expand on DDG standards — enabling creative architectural solutions and promoting contemporary building design and compatible relationships with open spaces.

The following standards are determined based on whether new development is:

- Across the street from or adjacent to listed or eligible National and California Register structures
- Across the street from or adjacent to listed or eligible Candidate City Landmark structure
- Adjacent to listed or eligible HRI

Applicable new development frontage with massing and architecture relationships to historic resources are denoted in Figure 5.42. Standards in DDG Section 4.2.2: Massing Relationship to Context do not apply to new development in Downtown West. Standards and guidelines in DDG Section 4.2.4: Historic Adjacency apply to the Project unless otherwise noted in the standards below.

In addition to the standards listed in this section, the standards and guidelines in project-wide sections apply to all new development including those facing and adjacent to historic resources. Project-wide standards and guidelines in Sections 5.7, 5.8, 5.9, 5.10, and 5.12 as well as DDG Sections 4.2.1, 4.3.3, 4.4.1, 5.3.2, 5.3.3, and 5.5.1 (unless otherwise noted) require new development to incorporate facade rhythm and streetwall articulation in the pedestrian and podium levels consistent with the scale of the historic resources.

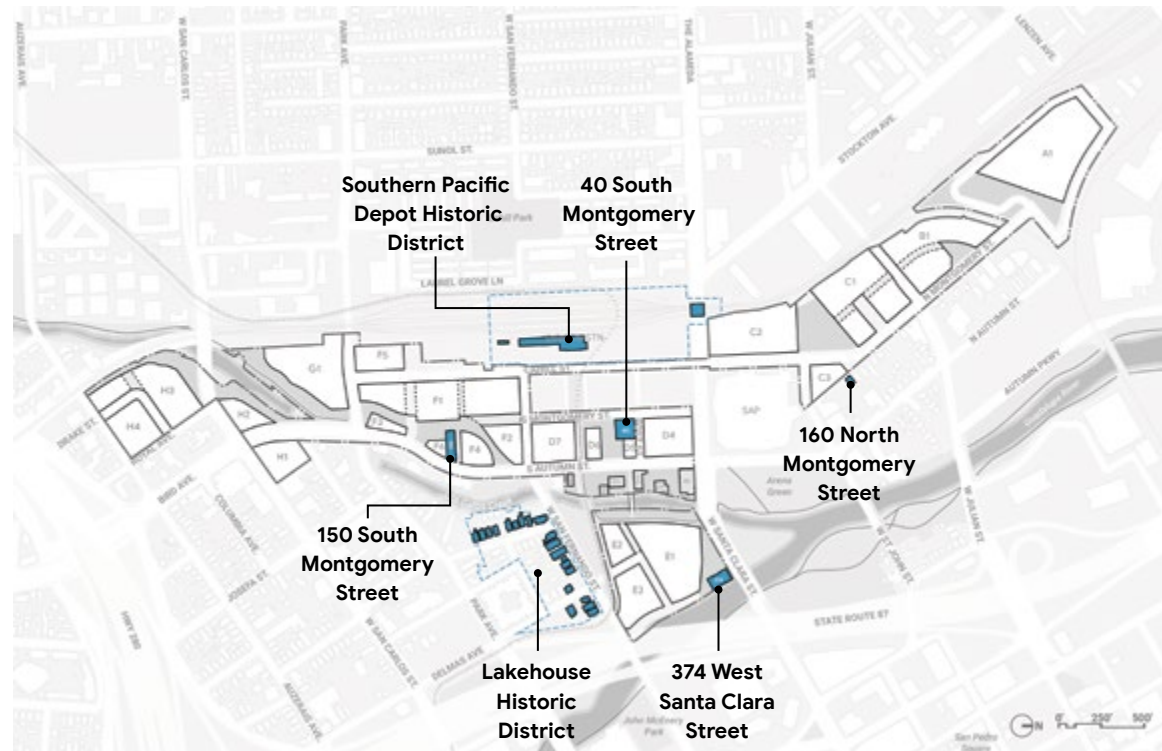


FIGURE 5.41: Project and adjacent historic resources with a massing and architecture relationship to new development

- Project and adjacent historic resources

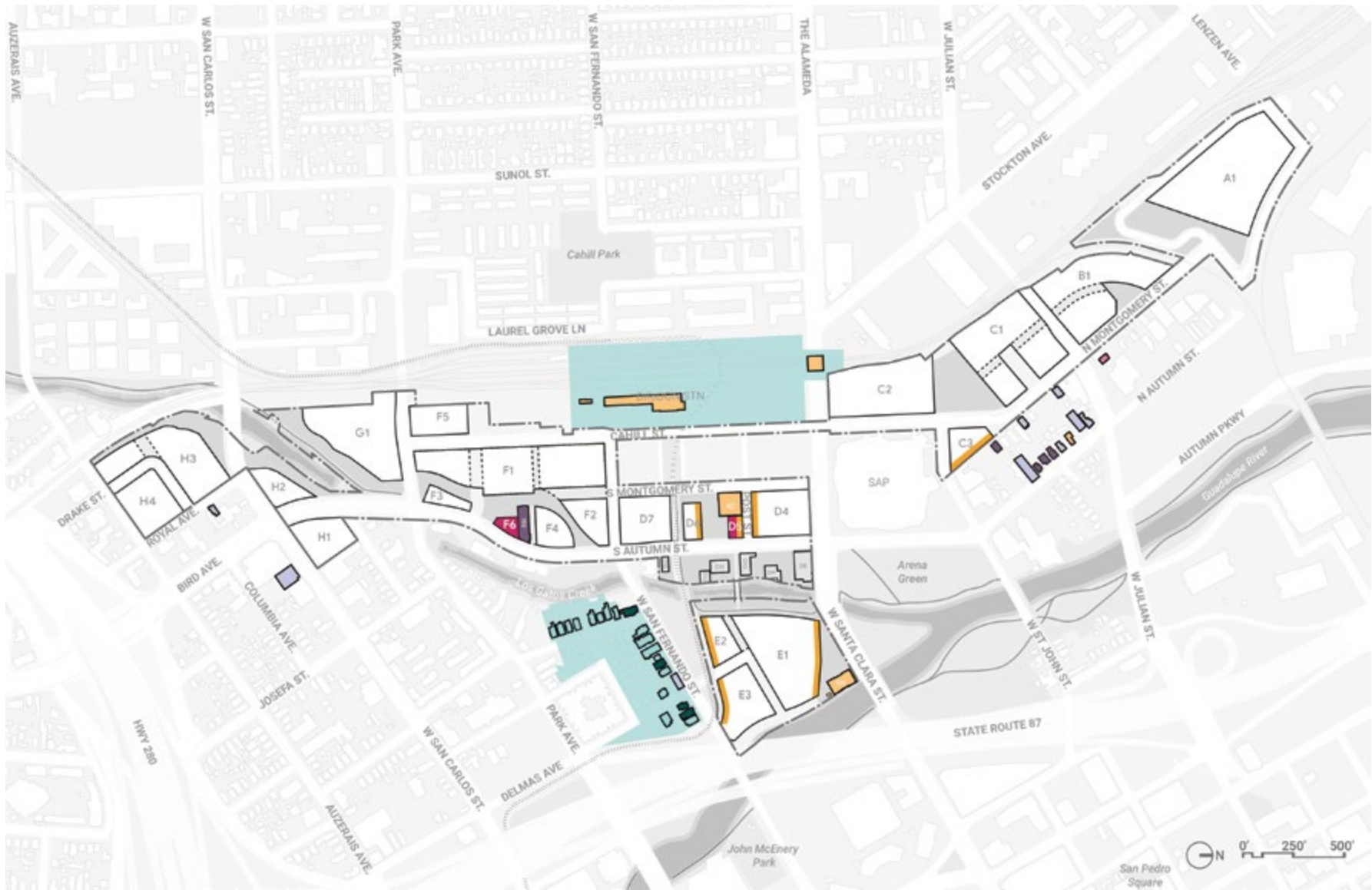


FIGURE 5.42: Retained historic resources identified by the Project’s CEQA analysis

- | | | | |
|--|--|---|---|
| — Architectural height reference on facing or adjacent new development | ● Candidate City Landmark | ● Lakehouse City Landmark Historic District Contributor | ● Identified Structure |
| ● National and California Register | ● Lakehouse Historic District National and California Register | ● Structure of Merit | ● Permitted additions to historic resources |
| | | | ● Historic District |

Standards

S5.15.1 Historic resource architectural height reference. New development across the street from or adjacent to a historic resource, as identified in Figure 5.42, shall establish an architectural height reference at the nearest floor to the historic resource's top of structure or prominent eave. An architectural height reference shall have a horizontal length that is greater than or equal to the width of the historic resource.

The architectural height reference shall have a minimum depth of nine inches. Strategies include but are not limited to stepbacks, tapering, horizontal projection, structural or architectural elements, and dimensional change in material.

The following standards specify locations where an architectural height reference is required.

[DDG Section 2.3, standard 4.2.2.a-c, standard 4.2.4.a-d, guideline 4.2.4.c — superseded]

Guidelines

G5.15.1 Industrial heritage. Displaying or repurposing relics of San José's industrial or agricultural heritage within the Project is encouraged.



GROUND FLOOR RHYTHM



CONTEXTUAL PODIUM



GROUND FLOOR RHYTHM



COMPLEMENTARY TEXTURES

FIGURE 5.43: Examples of architectural height reference

374 West Santa Clara Street

374 West Santa Clara Street is a two-story, stucco-clad building from the 1930s designed in the Moderne and Spanish Colonial Revival styles by Bay Area architecture firm Curtis & Binder. The property is listed as a City Landmark and is considered eligible for listing in the National Register and the California Register. Previously approved project PDC15-051 has an existing Historic Preservation (HP) Permit, with contextual design guidelines.

The Main Building and the Transformer House are contributing structures of the landmark property. The Main Building is approximately 45 feet tall and 125 feet wide. The City has amended the City Landmark boundary to more closely conform to the portion of the site occupied by these resources. This Project amends the existing HP permit to allow for new development on block E1 subject to the DWDSG. S5.15.2 reflects amendments to an existing historic preservation permit approved concurrently with this DWDSG.

Standards

S5.15.2 374 West Santa Clara Street relationship to new development. New development is not permitted within the view corridor along West Santa Clara Street eastbound, maintaining a minimum separation of 40 feet south of 374 West Santa Clara Street. Pavilions, kiosks, and landscape elements are permitted in the adjacent Gateway to San José Plaza as specified in Section 4.18.

The north facade of block E1 shall establish an architectural height reference within 10 feet of the top of roof or prominent eave of the Main Building.

Block E1 built area in the skyline level is not permitted within a five degree plane from the northern property line fronting West Santa Clara Street, see Figure 5.45.



FIGURE 5.44: 374 West Santa Clara Street (Water Company Building)

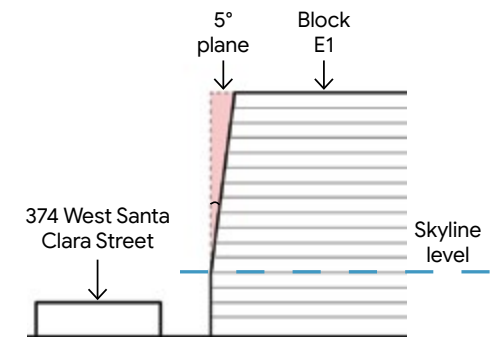


FIGURE 5.45: Example of block E1 five degree plane

● No built area permitted

40 South Montgomery Street

40 South Montgomery Street (Kearney Pattern Works and Foundry) is significant for its role in the industrial history of San José and is considered eligible for listing in the National Register, the California Register, and as a candidate City Landmark. The 40 South Montgomery Street complex is composed of attached buildings constructed in phases between 1922 and circa 1993. The oldest portion of the complex (40 South Montgomery Street) was constructed in 1922 as a pattern shop and remains the last extant industrial building from the early 20th century within the Project area. The original structure displays the simple plan, wood-frame construction, and false front facade that characterize the utilitarian architectural style. The building is approximately 25 feet tall and 120 feet wide.

The Project proposes the relocation and adaptive reuse of the contributing, pre-1950 portions of the complex, which collectively are considered to be a historical resource under CEQA. The Project proposes demolition of the non-contributing sections of the Kearney Pattern Works and Foundry property (constructed post-1950) located at 43–57 South Autumn Street.

Standards

S5.15.3 40 South Montgomery Street relocation. Relocation of the pre-1950 portions of the complex of 40 South Montgomery Street shall be permitted south of West Post Street, within 30 feet south of the structure's current location. The original building orientation and frontage (zero setback) on South Montgomery Street shall be maintained. The north and west facades of the existing structure shall be visible from the public right-of-way. Demolition of non-contributing building additions constructed after 1950 shall be permitted.

S5.15.4 40 South Montgomery Street addition. Building additions on block D5 shall be permitted to the east and/or south of the historic structure. Block D5 shall be limited to a footprint of 25,000 square feet and shall not exceed 40 feet in height. If the height of the building addition exceeds 25 feet (top of parapet height of the historic resource), the facades of block D5 shall include an architectural height reference at the parapet height of the north facade of the historic resource.

S5.15.5 40 South Montgomery Street relationship to new development. New development shall maintain a minimum separation of 48 feet from the north facade. Block D6 shall maintain a minimum separation of 40 feet from 40 South Montgomery Street across the Social Heart (Section 4.15). Permanent and temporary structures within the adjacent open space, as defined in Section 4.25, shall not be permitted within 20 feet of 40 South Montgomery.

The south facade of block D4 and north facade of block D6 shall each establish an architectural height reference within 10 feet of the Project resource's height for a horizontal length greater than or equal to the north and south facades, respectively.

150 South Montgomery Street

150 South Montgomery Street (Hellwig Ironworks) is considered a candidate for City Landmark. The two-story industrial building is rectangular in plan and is constructed of variegated clinker brick. It comprises two distinct building components: a north/south-oriented office building with a side-gabled roof clad in fired clay shingles (facing South Montgomery Street), and an east/west-oriented rear warehouse wing with a gable roof clad in roll-roofing. The north/south-oriented building features steel casement windows with prominent soldier-course headers and relieving arches. Windows in the lower story of the building's primary (western) section have a brick sill and are organized into a continuous ribbon broken by a plaster shield with the anvil and hammer motif of Hellwig Ironworks.

150 South Montgomery Street is an extant example of the industrial buildings constructed during the early 20th century in this section of San José. The incorporation of red clinker brick and other exterior detailing in this 1930s industrial building is distinctive within this part of the City.

Given its central location at the heart of the Project and backdrop to over 1.5 acres of open space (see Section 4.14: The Meander), 150 South Montgomery Street is envisioned as the site of an iconic arts and cultural use with a distinctive, contemporary addition that expands the size of the civic hub while incorporating and celebrating its historic, early 20th century industrial character. The building embodies an

important era in the history of the project site and builds a bridge between the history and the future of Downtown West.

Standards

S5.15.6 150 South Montgomery Street modifications. Modifications to 150 South Montgomery Street shall not be required to comply with the Secretary of the Interior's standards. New openings shall be permitted on all facades of the existing structure. Additionally, alterations to the cross-gable roof configuration of the building shall be permitted for sculptural elements or vertical additions.

S5.15.7 150 South Montgomery Street building addition. A vertical building addition and/or horizontal building addition from the south facade of 150 South Montgomery Street shall be permitted. In total, additions shall be limited in size to no more than the existing building's square footage. Vertical additions shall not exceed one additional level. Horizontal additions on block F6 shall not exceed one level and shall setback 30 feet from the west facade of 150 South Montgomery to maintain visibility of the original two-story structure.

S5.15.8 150 South Montgomery Street relationship to new development. New development shall maintain a minimum separation of 60 feet from the west facades of 150 South Montgomery across the Meander. New development on block F4 shall maintain a minimum separation of 20 feet from the north facade of 150 South Montgomery across a mid-block passage. Permanent and temporary structures within the adjacent open space, as defined in Section 4.25, shall not be permitted within 20 feet of the west facade of 150 South Montgomery Street.

Stephen's Meat Products Sign

The Stephen's Meat Products sign, previously restored, is currently located near the corner of West San Fernando Street and South Montgomery Street. The Stephen's Meat Products sign will be relocated within the Project. The sign has been identified by the City as a contributor to a pending city-wide Commercial Signage Discontiguous Historic District. See S7.74 and S7.9.1 for additional requirements.



FIGURE 5.46: 40 South Montgomery Street
(Kearney Pattern Works and Foundry)



FIGURE 5.47: 150 South Montgomery Street
(Hellwig Ironworks)



FIGURE 5.48: Stephen's Meat Products sign

Lakehouse District Resources

The Lakehouse Historic District — a City of San José Landmark District — is located across the street from the VTA tracks, platform, and plaza along the southern Project boundary, south of West San Fernando Street. The Lakehouse Historic District is composed of Victorian-era single-family homes built circa 1885–1925. The buildings range from approximately 25 to 35 feet tall and 20 to 60 feet wide.

The Historic District includes a mix of individually eligible National and California Register, Lakehouse City Landmark Historic District Contributor, and non-historic structures.

Listed or eligible National and California Register structures within 200 feet of the Project:

- National and California Register
 - 396 West San Fernando Street
 - 398 West San Fernando Street
 - 416 West San Fernando Street
 - 454 West San Fernando Street
- Lakehouse City Landmark Historic District Contributor
 - 394 West San Fernando Street
 - 436 West San Fernando Street
 - 426 West San Fernando Street
 - 420 West San Fernando Street
- 410 West San Fernando Street
- 124 Delmas Avenue
- 117 Gifford Avenue
- 125 Gifford Avenue
- 131 Gifford Avenue
- 137 Gifford Avenue
- 149 Gifford Avenue
- 155 Gifford Avenue
- 163 Gifford Avenue
- 169 Gifford Avenue
- 119 Delmas Avenue
- 446 West San Fernando Avenue



FIGURE 5.49: Lakehouse District structures

Standards

S5.15.9 Lakehouse City Landmark Historic District relationship to new development. New development within the Project shall maintain a minimum separation of 100 feet from historic structures in the Lakehouse Historic District. South facades of block E2 and E3, across the street from the Lakehouse Historic District, shall establish an architectural height reference within 10 feet of the average height of adjacent resource(s) for a horizontal length greater than or equal to the adjacent resource(s). The architectural height reference is not required to be continuous, and the horizontal distance between references for a building shall not exceed 40 feet.

S5.15.10 Lakehouse District stepback. New development on blocks E2 and E3 shall stepback all levels above 60 feet from grade an average of 20 feet from the property line for 50 percent of the linear frontage along the Lakehouse District. The average setback area is measured up to a 40-foot depth of the property line. The required location of stepbacks facing the Lakehouse District and examples are illustrated in Figure 5.50 and Figure 5.51, respectively.

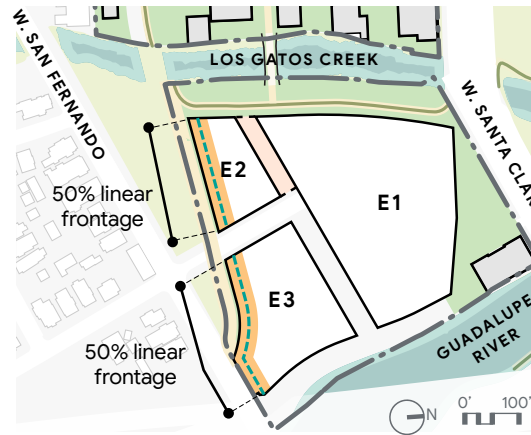
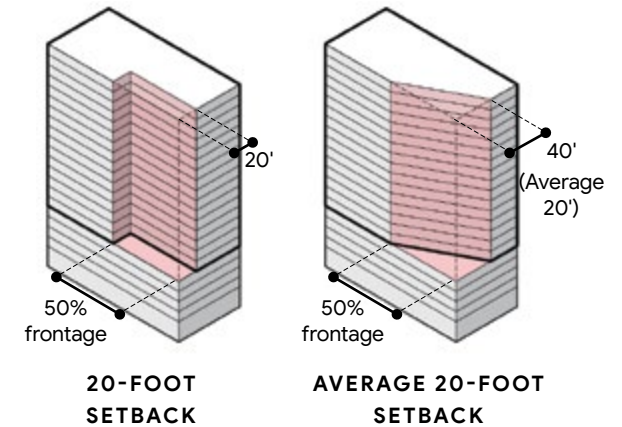



FIGURE 5.50: Lakehouse District stepback

- 40-foot limit of measurement
- 20-foot offset from the property line



LESS THAN 20-FOOT SETBACK IN EACH LEVEL

FIGURE 5.51: Examples of skyline level residential stepback

NOTE:  Denotes a non-compliant condition

- Built area above setback height
- Built area reduction

S5.15.11 Lakehouse District height cap zone. New development on blocks E2 and E3 shall not exceed 150 feet in height (as measured to top of roof) within 200 feet across the street from any property within the Lakehouse Historic District as identified in Figure 5.52. Maximum height of blocks E2 and E3 are denoted in Section 5.6



FIGURE 5.52: Lakehouse District height cap

- Site area within 200 feet of properties within the Lakehouse Historic District
- Lakehouse Historic District

Southern Pacific Depot Historic District

The Southern Pacific Depot Historic District, immediately west of the Project site, is a grouping of mid-1930s-era railroad buildings and structures along Cahill Street and is National Register listed. The centerpiece of the district is Diridon Station. Southern Pacific's Cahill Station was designed by John H. Christie, who was the company's chief architect from 1924 to 1947. The station, constructed in the Italian Renaissance Revival Style, was completed in 1935 and renamed Diridon Station after rehabilitation efforts in 1994. Additional contributing resources include the Santa Clara underpass and car cleaners shack, located at the northern and southern end of the district respectively.

The Project does not include new development across Cahill Street from the Southern Pacific Depot — between West San Fernando Street and West Santa Clara Street. A view corridor along a pedestrian and bicycle shared-use path (see Section 4.10) and the VTA light rail corridor maintains a visual connection between the historic Southern Pacific Depot and Downtown.

The Project does include new development adjacent to or across the Santa Clara underpass and across the street from the car cleaners shack. However, because of their low heights, an architectural reference in new development to either structure is addressed through pedestrian level requirements of the ground floor as identified in Section 5.8, along with applicable standards and guidelines in DDG sections 4.2.4, 5.3.1.a, 5.3.1.b, and 5.3.2, which define a scale and rhythm in keeping with both resources.

Standards

S5.15.12 Southern Pacific Depot (Diridon Station) Historic District sightline.
New development shall not be permitted within 20 feet of the northern edge of the existing VTA tunnel along the Downtown to Diridon shared-use path (see S4.15.1, S4.16.1, and S4.17.1). Additionally, the Project shall maintain a minimum building separation of 60 feet between blocks D6 and D7 to preserve a sightline between the historic resource and Downtown. Landscape elements shall be permitted.

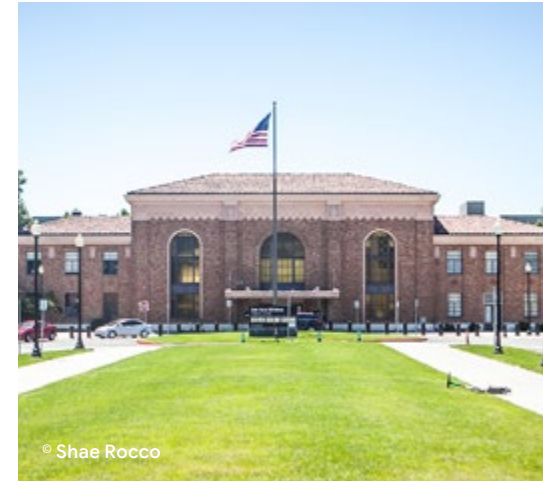


FIGURE 5.53: Southern Pacific Depot Historic District

160 North Montgomery Street

Standards

S5.15.13 160 North Montgomery Street height reference. The east facade of block C3 shall establish an architectural height reference within 10 feet of the historic resource's height for a horizontal length greater than or equal to the east facade width.

Block C3 shall be exempt from the above requirements should 160 North Montgomery Street be relocated.

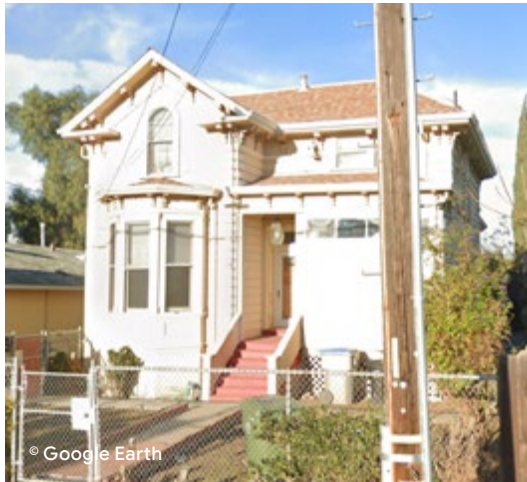


FIGURE 5.54: 160 North Montgomery

Additional Adjacent Resources

Additional resources were noted as part of the Project's CEQA analysis within a 200-foot radius of the Project. Historic resources along North Montgomery Street, Delmas Avenue, San Carlos Street, and Royal Avenue are Structures of Merit or Identified Structures that are across the street from but not adjacent to the Project. Historic resources along North Autumn Street and West Julian Street are neither across the street from or adjacent to the Project. The historic resources listed below contribute to the character of Downtown San José but do not require a massing or architecture relationships with the Project based on where they are located relative to new development.

As previously stated, standards and guidelines in *DDG Section 4.2.4: Historic Adjacency* (unless previously noted) apply to all historic resources — both Project and adjacent resources — including those listed on the previous pages and in the following list:


- National and California Register
 - 237 North Autumn Street – Eligible
- Candidate City Landmark
 - 195 North Autumn Street – Eligible
 - 199 North Autumn Street – Eligible
 - 203 North Autumn Street – Eligible
- Structure of Merit
 - 255 North Autumn Street – Listed
- 338 Royal Avenue Residence – Eligible
- 151 North Autumn Street – Eligible
- 263 North Autumn Street – Eligible
- 211 North Autumn Street – Eligible
- 210 North Montgomery Street – Eligible
- 270 North Montgomery Street – Eligible
- Identified Structure
 - 101 Delmas Avenue – Listed
 - 541 West Julian Street – Listed
 - 562–564 West San Carlos Street – Eligible

5.16 Low-rise Context

The standards in this section relate to new development adjacent to or across the street from single-family residential buildings as shown in Figure 5.55, superseding standards in DDG Section 4.2.2. Additionally, height limits described for block H1 in Section 5.6 and the massing reductions in response to the Lakehouse Historic District adjacency in Section 5.15 contribute to reducing the scale of new development adjacent to low-rise existing buildings.



FIGURE 5.55: Single-family residential height reference locations

-  Existing single-family residential
 Height reference for existing single-family residential

Standards

S5.16.1 Architectural height reference for single-family residential. New development adjacent to or across the street from single-family residential shall establish an architectural height reference within the podium level of the building. Height references shall have a minimum depth of nine inches. Strategies include but are not limited to distinct fenestration lines, massing setback, volumetric shift, or material change with a dimensional aspect.

New development shall be exempt from the above requirement should redevelopment of the adjacent or facing single-family residential be redeveloped with new development that exceeds 40 feet in height.

[DDG standard 4.2.2.a-c — superseded]

S5.16.2 Block H1 skyline level setback. Block H1 shall not exceed 90 feet in height as measured to top of roof within 50 feet of the property line on the north and east edges of the block. The remainder of the block is capped in height by S5.6.3

S5.16.3 Blocks H3 and H4 skyline level setbacks. Blocks H3 and H4 shall cumulatively setback all levels above 90 feet from grade an average of 20 feet from the property line for 50 percent of the linear block frontage

along both Royal Avenue and Auzerais Avenue. The average setback area is measured up to a 40-foot depth of the property line. The required location of setbacks as well as examples are illustrated in Figure 5.56 and Figure 5.51, respectively.

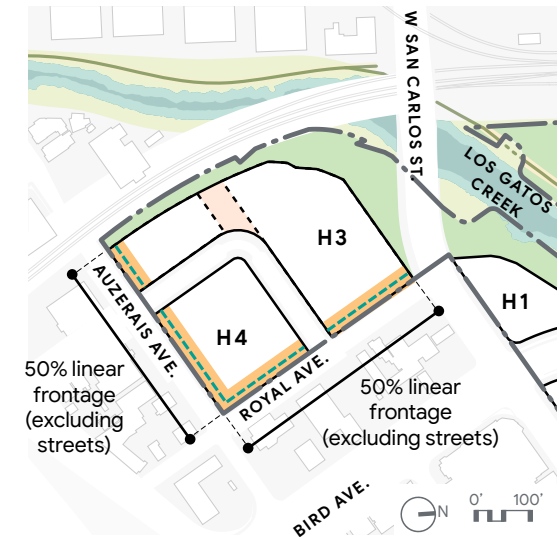


FIGURE 5.56: Blocks H3 and H4 built area setback fronting low-rise context

- 40-foot limit of measurement
- 20-foot offset from the property line

5.17 Los Gatos Creek and Open Space

To address the various building scales, programming, and habitat within the Project, standards and guidelines in this section address: massing and modulation along Los Gatos Creek; architectural elements to break down the scale at the ground floor; and shaping new development for sunlight access and environmental factors.

Relevant DDG standards and guidelines that apply to Los Gatos Creek and open space facades include DDG Section 3.4.1 unless superseded by the DWDSG.



FIGURE 5.57: Open space and Los Gatos Creek frontage locations

- Los Gatos Creek frontages
- Open space frontages (excluding mid-block passages)

NOTE: See Sections 5.5 and 5.6 for standards and guidelines applicable to Creekside Walk at Autumn Street (Blocks D8-D13).

Los Gatos Creek Frontage

The Project's open space design enhances ecological resources by providing physical and visual access to Los Gatos Creek while buffering the sensitive habitat from more active programming. The design intent along Los Gatos Creek is to create an ecological benefit while creating a biophilic pedestrian experience. Therefore, additional architectural requirements apply to facades facing Los Gatos Creek, see Figure 5.57, in addition to the project-wide standards.

Required massing strategies are specific to use along Los Gatos Creek and reference other standards within this chapter and *Chapter 4: Open Space*.

Standards

S5.17.1 Block H2 built area along Los Gatos Creek. Built area above 90 feet on block H2 shall not exceed one-third of the site area within the 100-foot setback from the riparian corridor edge, defined by the Top of Bank (TOB) or edge of existing riparian canopy, whichever is a greater distance from the creek extended at a consistent depth within the property line as shown in Figure 5.58 and Figure 5.59. Site area shall be measured in plan and is permitted to be consolidated or distributed such that the total complies.

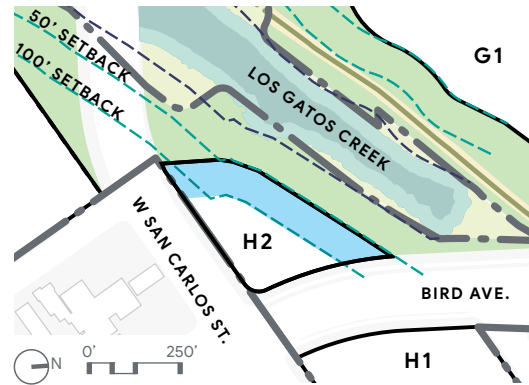


FIGURE 5.58: Setbacks from the Los Gatos Creek Riparian Corridor Edge at a consistent depth within the property line

- Los Gatos Creek Riparian Corridor Edge
- Setback from the Los Gatos Creek Riparian Corridor Edge
- Site area within 100-foot setback from the Los Gatos Creek Riparian Corridor Edge

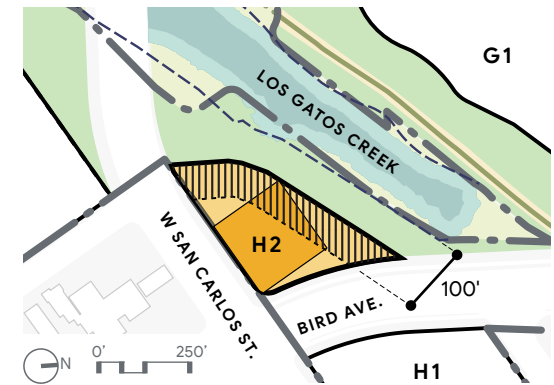
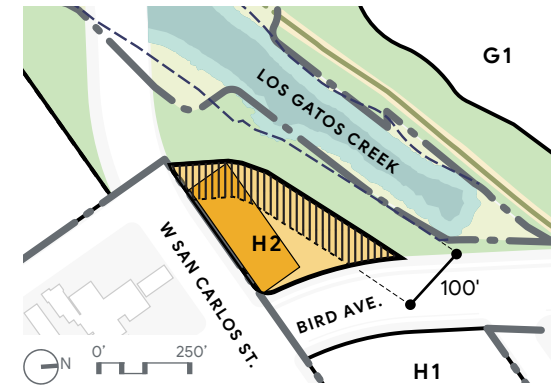


FIGURE 5.59: Examples of block H2 built area along the creek

- Site area within 100-foot setback from the Los Gatos Creek Riparian Corridor Edge
- Built area above 90 feet in height
- Built area above 90 feet in height within 100-foot setback from the Los Gatos Creek Riparian Corridor Edge
- Built area below 90 feet in height
- Property line

S5.17.2 Los Gatos Creek East average building setback. New development on blocks E1 and E2 shall cumulatively maintain an average building setback of 100 feet from the Los Gatos Creek Riparian Corridor, see Figure 5.60.

S5.17.3 Creekside built area reduction. New development on blocks E1 and G1 shall apply half of the 15 percent skyline level built area reduction (7.5 percent) that is required per S5.11.2 to the frontage within the 150-foot setback from the Los Gatos Creek Riparian Corridor Edge, defined by the Top of Bank (TOB) or edge of existing riparian canopy, whichever is a greater distance from the creek extended at a consistent depth within the property line as shown in Figure 5.60 and Figure 5.61.

The built area reduction is calculated as the sum of unenclosed or unbuilt area of each skyline level, within the 150-foot setback from the Los Gatos Creek Riparian Corridor Edge, divided by the total available area. The total available area is measured as the block square footage multiplied by the number of total built levels in the skyline level excluding roof structures.

For information on the overall built area reduction requirement for buildings with long facades, see S511.2.

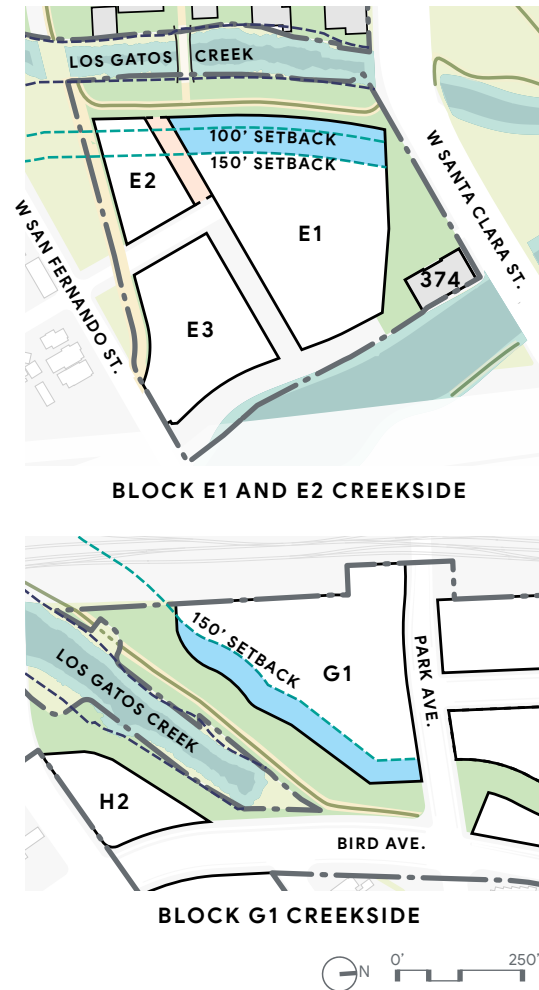


FIGURE 5.60: Setbacks from the Los Gatos Creek Riparian Corridor Edge along blocks E1, E2, and G1

- Los Gatos Creek Riparian Corridor Edge
- Setback from the Los Gatos Creek Riparian Corridor Edge
- Site area within 150-foot setback from the Los Gatos Creek Riparian Corridor Edge

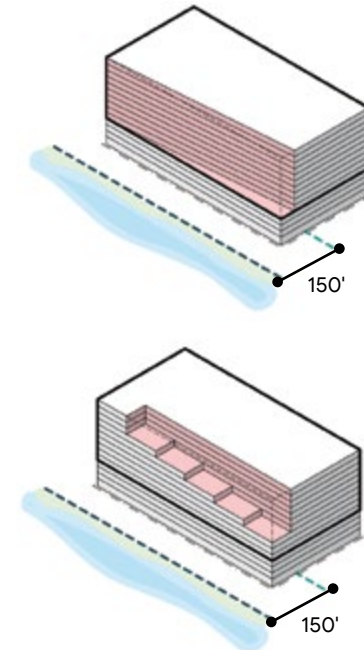


FIGURE 5.61: Examples of block E1 and G1 creekside built area reduction

- Los Gatos Creek Riparian Corridor Edge
- Setback from the Los Gatos Creek Riparian Corridor Edge
- Skyline level built area
- Skyline level built area reduction

Guidelines

G5.17.1 Modulation along blocks E2 and H2. Los Gatos Creek frontage on blocks E2 and H2 are encouraged to modulate the facade or apply vegetation strategies to increase the effective size of habitat areas and create biophilic experiences along the creek. Modulation strategies include but are not limited to balconies, bays, and massing recesses that vary facade depth. Vegetation strategies include but are not limited to planting of softscape and trees at the base of the building, outdoor terraces with softscape and trees, green walls, and vertical trellises.

G5.17.2 Vegetation along blocks E1 and G1. Los Gatos Creek frontage on blocks E1 and G1 are encouraged to incorporate vegetation into the massing and architectural design. Vegetation strategies include but are not limited to planting of softscape and trees at the base of the building, outdoor terraces with softscape and trees, green walls, and vertical trellises.

G5.17.3 Vegetation application continuity. Vertical and horizontal vegetation applications are encouraged to be as connected and continuous as possible. Strategies are encouraged to connect or minimize the distance from the ground plane vegetation and Los Gatos Creek Riparian Corridor Edge to increase the effective size of habitat areas.

G5.17.4 Supporting trees and shrubs. Irrigation and growing substrate for vegetated terraces/greenroofs are encouraged to support trees and shrubs instead of grasses and sedums.

Contextual Considerations

Connection to riparian landscapes. Buildings should consider using materials and treatments that reinforce connection to riparian landscapes, particularly in the Core and Southend. Strategies could include but are not limited to the use of natural materials such as wood and incorporating vegetation within facade systems.

Open Space Frontage

Downtown West open spaces will have a variety of sub-spaces that integrate multiple wind and solar optimization strategies to maximize comfort for different user groups and programming uses throughout the majority of the year. New development reinforces massing and architecture strategies that enhance the comfort and experience of open spaces and consider connection to materials and textures found within the open spaces. See Sections 4.9 – 4.19 for specific design and programming of open spaces within the Project.

Standards

S5.17.4 Pedestrian level horizontal elements. Facades facing open spaces shall incorporate horizontal architectural elements within the pedestrian level. Horizontal elements include:

- Horizontal projections, including bay windows and balconies
- Horizontal recesses
- Canopies
- Shading devices
- Awnings
- Expressed structural elements

Cumulative horizontal elements shall span a minimum of 20 percent of the facade's linear frontage. Requirements can be achieved through single or multiple horizontal elements.

Facades along mid-block passages and existing buildings are exempt from this standard.

Guidelines

G5.17.5 Buildings south of an open space.

All buildings south of an open space are encouraged to include built area reduction strategies as shown in Figure 5.62 and Figure 5.63. Building edges should be assessed based on adjacencies. Building shaping should be focused on the edges that have the most impact on the solar availability for open spaces.

For example, blocks with limited overshadowing from the west should consider reducing massing volume at north and northwest elevations.

Contextual Considerations

Ground floor facade materials. Ground floor facades facing open space should have highly tactile materials found within the open space designs.

Entries on open space. Pedestrian level design should enable indoor/outdoor functions, especially those fronting Los Gatos Creek and open spaces. Large openings and exposed architectural structures reflecting industrial uses in the surrounding area are encouraged.

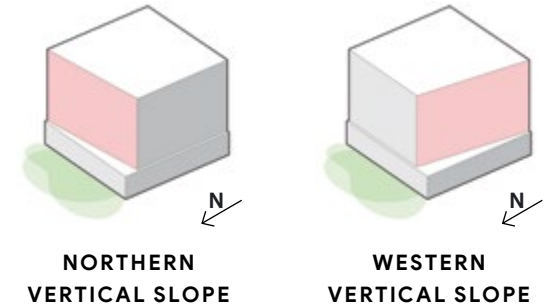


FIGURE 5.62: Examples of north-west massing strategies south of open space

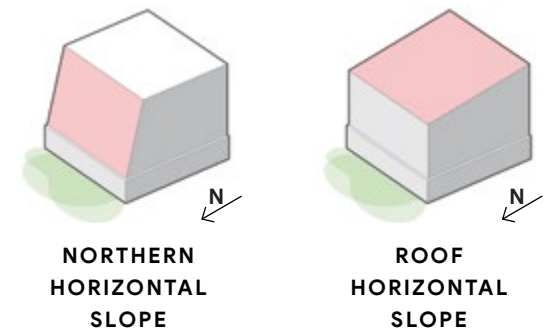


FIGURE 5.63: Examples of north upper-edge massing strategies south of open space

Multi-functional streets that prioritize people.

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6.c

